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COLONIAL REPORTS—ANNUAL

ZB-408 No. 1685

ANNUAL REPORT ON THE SOCIAL AND
ECONOMIC PROGRESS OF THE PEOPLE OF

MAURITIUS, 1933

*(For Reports for 1931 and 1932 see Nos. 1597 and 1627
(Price 2s. 0d. and 2s. 6d. respectively).)*

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MAURITIUS

REPORT ON THE SOCIAL AND ECONOMIC PROGRESS OF THE PEOPLE OF MAURITIUS FOR THE YEAR 1933

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I.—GEOGRAPHY, INCLUDING CLIMATE, AND HISTORY.

The island of Mauritius is of volcanic origin. It is situated in the South Indian Ocean at about 1,400 miles from the east coast of Africa and lies between 19° 50' and 20° 35' S. latitude and between 57° 18' and 57° 48' E. longitude. The greatest length from north to south is nearly 39 miles and the widest breadth from east to west is 29 miles. The area of the island is about 716 square miles exclusive of that of several small islets round the coast which measure about 4 square miles.

The Dependencies comprise a large number of small islands between 230 and 1,200 miles away. The largest, Rodrigues, which lies 350 miles to the north-east of Mauritius had a population estimated at 8,950 on 31st December, 1933. The estimated population of the lesser Dependencies on that date was 1,360.

Mauritius is situated just within the tropics and enjoys a climate free from extremes of weather except that tropical cyclones at times cause considerable damage to crops, but rarely to buildings. For a great part of the year south-east trade winds, heavily laden with moisture, blow gently over the island tempering the tropical heat. The rain falls mostly in showers. Particularly in the summer months, December-March, the south-east winds are replaced by the light variable winds of the doldrums, which cause discomfort to Europeans, although the temperatures are not high, whereas in the winter months in the residential districts at altitudes of 1,300 to 1,800 feet the temperature may fall to 50° F. The yearly rainfall varies from 30 inches on parts of the coast to 150 inches in the upland regions.

The Mascarene Archipelago was probably known to Arab navigators at an early date and was no doubt visited later by the Malays who colonized Madagascar in the 15th and 16th centuries.

The Portuguese rediscovered it in 1507. They only used Mauritius as a port of call for repairs and supplies, and let loose pigs, goats, deer, and monkeys. It seems probable that rats were introduced in this period as they were a serious pest to the succeeding Dutch colonists.

The Dutch took possession from 1598 and were employed chiefly in exploiting the ebony. They attempted to cultivate sugar cane, but were frustrated by rats. Although they denuded the forests of ebony they later added to the economic resources of the island by introducing useful trees, plants, and cattle. Negroes were imported for labour, and, as escape into the forests was easy, bands of runaway slaves called Maroons were formed. The combination of the rats and this dangerous population of mixed, but mostly African, origin uncontrolled by any tribal or political system proved too much for the Dutch who abandoned the island in 1710.

The French annexed it in 1715, and by 1722 the population, apart from Maroons, amounted to 160 persons, soldiers, colonists, and slaves. Mahé de la Bourdonnais was chosen to develop the Colony and arrived in 1735. In order to make the island self-supporting, he introduced manioc and maize from Brazil and promoted the extension of agriculture by introducing products from all parts of the tropical world. He especially encouraged the cultivation of sugar. He substituted animal draught for carriage by slaves, and to ensure an adequate supply of labour he brought slaves from Africa. From an encampment of straw huts he built up Port Louis into a town of public buildings, private houses, stores, shops, and barracks. Labourdonnais laid the foundations of modern Mauritius.

In 1755 large herds of cattle were brought in from Madagascar. Pierre Poivre, Intendant in 1767, established the cultivation of cloves and nutmegs.

In 1810, when Mauritius became British, the population had grown from 160 to about 80,000, of whom 65,000 were slaves. Sugar was then, as now, the principal product, and, when in 1825 the duty of ten shillings a hundredweight, levied on Mauritius sugar entering England (in order to protect the West Indian sugar), was remitted, cane plantations immediately developed to a large extent, fresh land was put under cultivation, roads were opened, and steam power was applied to mills. From 18,000,000 pounds the output of sugar rose to 41,000,000 pounds in 1827, and increased annually afterwards.

On the abolition of slavery, 68,613 slaves were freed, and the colonists received £2,112,632 in compensation.

In 1842 Indian immigration at the rate of 6,000 a year was approved, and this resulted in an entire change of the balance of the population.

After a terrible outbreak of malaria in 1866 the wealthier inhabitants of Port Louis moved to higher parts of the island. As a result the country towns expanded considerably and the roads were improved and extended. The railway, begun in 1859, became very popular. One of the most striking features of the progress made has been the social and economic development of the Indians who to-day own and cultivate more than two-fifths of the whole area under sugar cane. Besides becoming gardeners and taxi-drivers, many Indians have taken to raising cows, goats, fruits, and vegetables, and the supply of these essential foodstuffs is almost entirely in the hands of Indians. The section of the population they have displaced centres more and more in the towns, forming the clerk and artisan class.

From 1902 to 1909 the island suffered from severe financial depression owing to the low price of sugar. Matters were aggravated in 1902 by an outbreak of surra which caused great havoc among the draught animals, and necessitated the introduction of mechanical transport.

A Royal Commission was appointed in 1909 to investigate the resources and administration of the island and reported in 1910.

About 1911 the destructive beetle *Phytalus Smithii* was discovered in the sugar canes and about four hundred millions of these insects are now destroyed every year.

The great rise in the price of sugar which took place during and after the War brought prosperity, and both the Government and the general community were for a time far more prosperous than ever before.

As a result a number of important schemes were inaugurated, including the amelioration of sanitary conditions, the improvement of the harbour, the extension and improvement of water-supplies both for domestic purposes and for irrigation, the improvement of the railways, and the extension of education.

Unfortunately, however, from 1921 onwards the price of sugar fell, and the greatly lessened revenues of the Colony had to provide for the maintenance of many works undertaken in better times. In 1929 the state of the sugar industry was so bad that Sir Francis Watts was appointed, at the Colony's request, to visit the island, and to report on the economic situation. The Home Government was, however, unable to approve his recommendations that a subsidy should be given to sugar to supplement the preference granted on sugar imported into the United Kingdom, though a loan was made to the planters from local funds. Despite this loan, however, and an earlier loan granted in 1929, the condition of the sugar industry at the end of 1930 was extremely serious.

The situation became worse in 1931 owing to a cyclone which caused considerable damage to property and reduced the year's output of sugar by about 33 per cent. The Imperial Government guaranteed a loan of £750,000 for planters, house-owners, and repairs to Government property, on condition that a Financial Commission should visit Mauritius with a view to devising measures to bring about a balanced budget. The Commission's report was published at the beginning of 1932 and immediate steps were taken to carry out measures of retrenchment and economy. As a result it has been possible to balance the budgets for the years 1932-33 and 1933-34.

II.—GOVERNMENT.

The Government of Mauritius is vested in a Governor with an Executive Council and a Council of Government. The Council of Government was first established in 1825. It consisted of the Governor and four officials. The next year the Constitution was amended and a Council, including unofficial members, was introduced. This Constitution provided for a Council of Government composed of certain officers of the Crown and of an equal number of other persons to be taken from the chief landed population and principal merchants of the Colony; seven officials and seven unofficials were accordingly appointed.

The Constitution was again amended in October, 1885. The Council of Government, under the revised Constitution, was composed of the Governor, eight *ex officio* members, nine members nominated by the Governor and ten members elected by the population: of the latter, two represent the town of Port Louis, the capital of the island, and the remaining eight the rural districts. At least one-third of the nominated members were to be persons not holding any public office.

The Constitution was further amended in July, 1933, by fixing at two-thirds the proportion of the nominated members of the Council who are to be unofficials and, although no provision to that effect is made in the Letters Patent, the nominated unofficial members have been allowed a free vote on all occasions. The new Letters Patent, however, provide that the Governor shall have power to enact legislation considered by him to be essential in the interests of good government. Debates in the Council may be either in English or French.

The Constitution of the Executive Council which was hitherto composed of the Governor and four *ex officio* members was amended at the same time and the former practice of appointing two unofficial members to the Council was revived.

The number of registered electors on 31st December, 1933, was 10,425. Every male person who is qualified as follows is entitled to be registered as a voter :—

- (1) has attained the age of 21 years ;
- (2) is under no legal incapacity, and is in possession of his civil rights ;
- (3) is a British subject by birth or naturalization ;
- (4) has resided in the Colony for three years at least previous to the date of registration, and possesses one of the following qualifications :—
 - (a) is the owner of an immoveable property of the annual value of Rs.300 ;
 - (b) is paying rent at the rate of at least Rs.25 a month ;
 - (c) is the owner of moveable property within the Colony of the value of at least Rs.3,000 ;
 - (d) is the husband of a wife, or the eldest son of a widow possessing any one of the above qualifications ;
 - (e) is in receipt of a yearly salary of at least Rs.600 or of a monthly salary of at least Rs.50 ; and
 - (f) is paying licence duty to the amount of at least Rs.200 a year.

The ordinary duration of the sessions of the Council of Government is eight months, from May to December, and meetings are held on alternate Tuesdays or oftener when necessary. The life of a Council is five years.

The town of Port Louis is administered by a Municipality, an institution which dates as far back as 1790. It was then called “Municipalité du Canton de Port Louis” and was instituted, as were other local Municipalities by the “Assemblée Coloniale”. These institutions are mentioned in the law of the constitution of the Ile de France promulgated by the “Assemblée Coloniale”, on

21st April, 1791. Sixteen prominent men of the town acted as Councillors of the “Municipalité du Canton de Port Louis” and were denominated the “Conseil des Notables”. The “Conseil des Notables” was dissolved in 1792. It was reconstituted at the end of the 18th century under the denomination of the “Conseil des Communes” and was abolished on 10th February, 1820.

The present Municipal Corporation dates from 1850, the first elections taking place at the Masonic Lodge “La Triple Esperance” from 21st to 23rd February in that year. On 24th August, 1925, the Municipal Corporation celebrated the 75th anniversary of its foundation.

The administration of the other principal townships of the Colony, viz., Curepipe, Beau Bassin and Rose Hill, and Quatre Bornes is vested in Boards of Commissioners appointed annually by the Governor. These Boards are empowered, subject to regulations made by the sanitary authorities to take measures within the prescribed limits of the townships for the making, maintenance, etc., of roads, sewers, bridges, canals, and other works of public utility, for the prevention of fires, and for the proper paving and lighting of the town, etc.

In addition to the Township Boards, District Boards are appointed annually for each district. These Boards are empowered to pass regulations for the making, maintenance, and improvement of branch roads and footpaths, and for the levying of taxes.

III.—POPULATION.

The population is divided for statistical purposes into

(1) the General Population, i.e., Europeans and descendants of Europeans and people of African, Chinese and mixed origin; and

(2) the Indian Population, i.e., Indian immigrants and their descendants.

The estimated population of the Island, exclusive of its dependencies, on 31st December, 1933, was 390,697 distributed as under:—

		<i>Males.</i>	<i>Females.</i>	<i>Total.</i>
General Population	...	62,195	64,931	127,126
Indian Population	...	136,162	127,409	263,571

The estimated population of Rodrigues on the 31st December, 1933, was 8,950 and that of the minor Dependencies 1,360.

The total estimated population of Mauritius and its Dependencies was 401,007 showing an increase of 2,670 compared with the figure of 1932.

The geographical distribution of the population of the Colony exclusive of its Dependencies is shown in the following table:—

DISTRICTS.	AREA IN SQUARE MILES.	CENSUS POPULATION, 26TH APRIL, 1931.			POPULATION ON 31ST DECEMBER, 1933.		
		General population.	Indian population.	Total.	General population.	Indian population.	Total.
Port Louis...	16½	29,832	24,603	54,435	30,448	24,011	54,459
Pamplemousses ...	69	6,847	30,000	36,847	6,695	28,815	35,510
Riviere du Rempart ...	57	5,518	25,274	30,792	5,678	25,241	30,919
Flacq ...	115	10,438	42,202	52,640	10,521	40,809	51,330
Grand Port ...	100½	12,484	36,135	48,619	12,561	34,890	47,451
Savanne ...	94½	6,645	24,456	31,101	6,660	23,479	30,139
Plaines Wilhems ...	78½	41,866	53,392	95,258	43,611	54,502	98,113
Moka ...	89	5,522	23,761	29,283	5,652	23,645	29,297
Black River ...	100	5,437	8,826	14,263	5,300	8,179	13,479
Total ...	720	124,589	268,649	393,238	127,126	263,571	390,697

The year was marked by a striking change in the vital statistics. In the previous year the number of deaths had actually exceeded the number of births but in 1933 the figures returned to normal proportion. The reasons for the high death-rate and low birth-rate of the previous two years are obscure, but it is believed to have been due to depressed economic conditions aggravated by a severe cyclone in 1931.

The births during the year numbered 13,479 and the deaths 10,615 as against 10,266 and 12,848 respectively in 1932. The birth-rate in the general population was 36·3 per 1,000 against 32·1 in 1932 and in the Indian population 33·9 against 23·5 in 1932.

The death-rates per thousand in the two populations were 24·6 and 28·6 respectively in 1933 against 29·0 and 34·6 in 1932. The highest death-rate for 1932 is shown in Black River 33·5 and the lowest in Flaines Wilhems 21·6 in a thousand. The death-rate for the whole Colony was 27·3 and for Port Louis 28·1 in a thousand compared with 32·8 and 33·6 in 1932. The number of deaths of children under five years of age was 2,769 or 26·1 per cent. of the whole number of deaths. The proportion was 22·9 in 1932.

The marriages during the year numbered 1,521 as compared with 1,271 in 1932. The marriage-rate or number of persons married to every thousand of the entire population was 7·9 against 6·6 in 1932.

The total excess of departures over arrivals was 567 in 1933.

IV.—HEALTH.

The present constitution of the Medical and Health Department dates back to 1895 when under Ordinance No. 32 of 1894-95 the powers vested in the General Board of Health were transferred to the Director, Medical and Health Department.

The Headquarters staff of the Department consist of the Director, the Deputy Director and the Clerical and Accounting staffs of the Correspondence, Financial and Storekeeping branches.

The administrative unit of Government is the District which is the political unit as well. Every District with the exception of Black River is provided with a hospital for the reception and treatment of the sick poor. Patients from the Black River District are treated in the Victoria Hospital, Quatre Bornes, or the Civil Hospital, Port Louis. The medical and sanitary administration of each of the rural Districts is entrusted to a Government Medical Officer who is in charge of the District Hospital and Dispensaries and who is also the Health Officer for the District. To assist him, he has a number of subordinate officers; dispensers and sanitary officers and the staff necessary for the care of the patients in the hospital. In addition to his medical and sanitary duties he has

also statutory duties of a medical or sanitary nature which he carries out on behalf of the Police and Poor Law Departments.

The District dispensaries are visited at regular intervals at least twice weekly by the Government Medical Officer.

The hospitals of the Colony are divided into two groups :—

(i) General hospitals; namely, Civil, Victoria, and Moka, totalling 684 beds, which are fully equipped for X-ray and major operative work; and

(ii) District hospitals where only medical and midwifery cases are admitted and where minor surgery is carried out to a certain extent.

Patients who apply to the latter hospitals and require special treatment, surgical or other, are conveyed to the nearest general hospital by motor ambulances.

There are also a mental hospital and a leper hospital administered by the Department.

From the sanitary point of view, the two chief problems are hookworm disease and malaria. It is difficult to assign a date to the first appearance of hookworm disease, but it was microscopically diagnosed in 1895. More insidious than malaria in its general manifestations, ankylostomiasis did not, at first, attract public attention, and it is feared that even now the leading classes do not quite realize its social and economical importance—yet, reviewing the disease in Health Problems of the Empire, the late Sir Andrew Balfour writes :—

“ Ankylostomiasis is perhaps the Imperial disease *par excellence*, for even Malaria does not, day in and day out, produce such heavy economic loss ”.

The fight against the disease is entrusted to a special branch of the Medical and Health Department, and progress realized during recent years is most encouraging.

The history of malaria dates back to 1865; before that year it is almost certain that, despite the numerous imported cases, Anopheline mosquitoes did not exist in the Colony and there was no endemic malaria. Early in 1865 a few cases were recorded near Port Louis in the marshy area lying at the mouth of Grand River North West. At the end of the same year an epidemic broke out in Black River on Wolmar Estate and all the coastal districts were very rapidly invaded by the disease. The subsequent history of the disease is one of steady penetration from the coastal belt to the elevated regions in the interior of the Colony, where, however, thanks to the cool dry season, the disease has never become so firmly established as it has done in the lower parts of the Island. It is still possible to describe certain residential parts of the Island as being practically malaria-free, though constant vigilance is required to avert the threat of endemicity. A campaign, based on the

most recently available knowledge on the disease, has been formulated and it is hoped that the maximum benefit will thereby accrue from the expenditure incurred.

V.—HOUSING.

The housing of the wage-earning population of the Colony may be considered in three categories : (a) housing on estates, (b) housing in rural areas not estates, and (c) housing in towns.

Estate labourers are, for the most part, adequately housed. They are accommodated in lines, or rows of huts constructed either of stone or of wattle and daub, with roofs more commonly of thatch, but frequently of corrugated iron. Adequate provision is made for the ventilation and lighting of these quarters, but ventilation and lighting appear generally to be disliked by the occupants. At night, every accessible crevice is carefully closed, though the presence of ridge ventilation in many cases assures reasonable change of air in spite of the efforts of the occupants to exclude fresh air from their sleeping apartments. When the dwelling is thatched the problem of assuring adequate ventilation is difficult.

The lines must be kept clear of weeds, and all houses are required to have a clear space of at least ten feet round them. Each camp has adequate latrine accommodation and a supply of wholesome water is laid on, though in many cases the labourers prefer to use the polluted water of streams or nearby irrigation channels for their domestic purposes.

As a general rule, the lines are not lit at night. Lighting is scarcely necessary as the occupants retire shortly after sunset.

As a result of the favourable balance of the last sugar crop the tendency during the year has been to improve the housing conditions of labourers residing on estates.

The housing in rural areas other than estates is fairly satisfactory. It is in the labouring class of the population that one can very often see racial difference in the choice of building materials. The negro will build an untidy-looking shack of old timber, scrap pieces of wood, petrol cases, and petrol tins hammered out flat, whereas the Indian will construct a very neat hut of wattle and clay or coddung, on a stone plinth, furnished with a small verandah, and roofed with a compact thatch. The amenities of life are few. There is seldom water laid on to the premises. Unless the occupier has dug a well, he generally has to carry his water from the nearest standpipe which may be some five hundred yards away.

In the towns conditions are, as a rule, unsatisfactory. The chief features about the town housing are overcrowding and overbuilding ; overcrowding is caused by poverty and overbuilding arises as a

necessary consequence of overcrowding. Too many families of the labouring classes live in one room. Fortunately, children are seldom confined to the house on account of inclement weather, and they can pass most of their time in the open air. Rickets is very uncommon in consequence, as are other consequences of overcrowding in places where the climatic conditions are more severe either on account of excessive cold or excessive light and heat.

VI.—PRODUCTION.

Meteorological Conditions and Sugar Production.

Weather conditions were, upon the whole, very favourable during the year. No cyclone occurred and, in consequence, the total of rainfall showed, during the summer months, a pronounced deficit on the average; however, the distribution was excellent. It must be remembered that, owing to the immense quantities of rain often brought down by distant cyclones, the average figure for the rainfall during the summer months in Mauritius is high and, in general, in excess of agricultural needs.

Temperature was high during the growing months and low during the ripening season, thereby favouring both tonnage of cane and sucrose content.

The Sugar Industry.

The production of sugar in 1933 was the second best on record, totalling 261 thousand tons (metric) as against a maximum of 277 thousand tons produced in 1914. The following table exhibits the comparative production of the past seven years:—

Unit = One thousand metric tons.

<i>Districts.</i>	<i>1933.</i>	<i>1932.</i>	<i>1931.</i>	<i>1930.</i>	<i>1929.</i>	<i>1928.</i>	<i>1927</i>
Pamplemousses and Riviere du Rempart.	57.77	62.73	41.81	43.00	54.68	59.55	52.72
Flacq... ..	41.37	35.97	27.91	37.81	38.91	41.17	33.21
Moka	40.08	34.12	20.83	32.10	35.97	34.76	30.88
Plaines Wilhems ...	18.22	17.05	11.64	14.62	15.66	16.40	15.06
Black River	8.88	9.06	6.29	9.81	9.22	9.72	9.03
Grand Port	50.66	46.66	27.01	37.09	36.41	41.41	35.88
Savanne	44.48	41.63	28.52	46.53	47.18	50.42	41.22
Total	261.46	247.22	164.01	220.96	238.03	253.43	218.00

The extraction of sugar per cent. of cane was exceptionally high this year: one factory realized 12.05 per cent., while 12 factories exceeded 11.50 per cent. The average was 11.25. The next best average values were 11.01 in 1932 and 10.92 in 1930.

Grades of Sugar.—Raws provided 87.70 per cent. of the total sugar produced; Vesous (plantation white) 11.80 per cent. and low

sugars 0·50 per cent. The following table illustrates the change in this respect brought about by the introduction of the new English Tariff in 1928.

GRADES OF SUGAR, 1924-1933.

Years.					Vesous.	Raws.	Lows.
1924	...	...	...	...	98·34	—	1·66
1925	...	...	...	...	98·21	—	1·79
1926	...	...	...	...	98·10	—	1·90
1927	...	...	...	...	98·63	—	1·37
1928	...	...	...	...	71·80	27·30	0·90
1929	...	...	...	...	23·90	75·20	0·90
1930	...	...	...	...	16·80	82·50	0·70
1931	...	...	...	...	16·20	83·10	0·70
1932	...	...	...	...	12·10	87·50	0·40
1933	...	...	...	...	11·80	87·70	0·50

Area under sugar cane.—At the beginning of 1933, the area under cane was estimated at 133,867 acres. At the end of the year, the estimate was 138,116 acres. Estates with factories cultivated 59,227 acres, estates without factories 38,459 acres, giving a total estate cultivation of 97,686 acres or an increase of 3,449 on the corresponding figure for last year. Increase in the total area under cane for 1933 approximated to 4,249 acres.

Disposal of the 1932 sugar crop.—The total quantity of sugar exported at the end of the 1932-33 export year (31st July, 1933), was 237,724 metric tons, distributed as follows :—

						Tons (metric).
Great Britain	...	...	...	...	...	236,837
Hong Kong	...	...	...	...	...	610
Other places	...	...	...	...	...	277
Total	...	...	...	...	...	237,724

The exportation for the 1933-34 year was as follows at the end of December, 1933 :—

						Tons (metric).
Great Britain	...	...	...	...	...	125,454
India	...	...	...	...	...	2
Hong Kong	...	...	...	...	...	102
Other places	...	...	...	...	...	140
Total	...	...	...	...	...	125,698

Sugar market.—The market for sugar continued dull throughout the year. The average net price realized at the end of the year approximated to Rs.6·16 per 50 kilos, exclusive of the special Colonial preference of 1s. per cwt., representing a slight falling off on last year's figure. The local Sugar Syndicate which represents

nearly all growers, continued its operations, controlling the sales of more than 80 per cent. of the total sugar production of the Island.

Labour conditions.—No further reduction in wages took place during the year. The labour supply was fairly satisfactory during the year and little difficulty was experienced in reaping one of the heaviest cane harvests on record.

Sugar machinery.—Machinery, to the value of Rs.594,719, was imported during the year, as against Rs.277,656 last year. Tractor parts to the value of Rs.1,518, and ploughs to the value of Rs.1,969, were imported. Tramway material, for use on estates, to the value of Rs.287,371 was imported during the year, as against Rs.110,289 last year.

Varieties of canes.—A census of cane varieties cultivated on estates was taken during the year. The percentage distribution of the principal varieties is given in the following table :—

	Percentage distribution.					
Tannas (mostly white)	53
M.55	5
M.131	5
D.K.74	6
R.P.6	2
R.P.8	4
D.109	4
D.130	2
252	1
B.H.10/12	7
M.2716	1
P.O.J.213	2
55/1182	1
Rich Fund	1
Other varieties	6
						<hr/> 100 <hr/>

Thus while Tanna continues to be the leading cane, B.H.10/12 is promising to become an important rival. Other varieties such as M.2716, M.2316, M.522, are full of promise. Further trials are being continued by the Sugarcane Research Station.

Fertilizers.—During the year, 20,405,353 kilos were imported, to the value of Rs.2,328,299 as compared with 12,726,702 kilos last year valued at Rs.1,325,439.

Insect pests and cane diseases.—No material change has taken place in the status of *Phytalus smithii*, Arrow. The captures during the 1932-33 season were appreciably less than usual. There is no doubt that, in some parts of the Island, this pest is on the move—

leaving previously infested areas and invading fresh ones. Biological control is now under study and a special entomologist was appointed for these investigations.

The annual survey of sugar cane diseases was carried out in the field and some varieties moderately susceptible to gumming were discovered. A somewhat severe outbreak of "Fourth" disease was discovered in a certain part of the Island during May.

Minor Agricultural Industries.

Tobacco.—This industry flourished exceedingly during the year. Excellent weather conditions, combined with a sure market, rendered the cultivation of this crop a most attractive proposition. The total area under tobacco was 2,081 acres representing an increase of 781 acres on last year's figure. The control of the production and sale of leaf tobacco in the Colony is vested in a Government Tobacco Board composed of three official members, two tobacco growers and one member of the commercial community. A Government tobacco warehouse has been established for the purpose of handling and grading all leaf tobacco produced in the Colony and for the sale of such leaf tobacco. The warehouse is under the control of the Government Tobacco Board.

Fibre.—Stagnation in this industry continued. The export for the year amounted to 422 tons valued at Rs.87,802. Quotations for prime, very good, and good grades rose by Rs.15 per ton during the year but the market, upon the whole, remained very dull.

Pineapple.—The export during the year amounted to 5,282 cases of pineapple preserves. It is estimated that there are now 50 acres under the Smooth Cayenne pineapple.

Tea.—The improvements have been well maintained. Prices for local tea remained at a satisfactory level during the year.

Coconut.—The export of copra during the year amounted to 1,203 tons valued at Rs.201,393 as compared with 1,746 tons valued at Rs.287,516 in 1932. The export of coconut oil during the year was 4,385 litres valued at Rs.1,992 as against 5,480 litres valued at Rs.2,176 last year.

Alcohol.—The total quantity of alcohol distilled for human consumption amounted to 553,287 litres as compared with 378,209 last year. The quantity of alcohol distilled for industrial purposes was 480,554 litres. 36,489 litres of rum valued at Rs.7,792 were exported in 1933 as against 5,308 litres valued at Rs.1,489 in 1932.

Livestock.—Stock raising continues to be of interest to a number of people. In 1933 bovines on estates increased by 977 head and, in 1932, by 1,256. The Government Dairy showed satisfactory progress but towards the end of the year surra made its appearance and limited the milk output to some extent.

Surra gave some trouble during the year and a herd of deer (*Cervus hippelaphus*, Cuv.) were infected; it is believed that this is the first record of such an event in Mauritius.

Other Manufacturing Industries.

Activity was well maintained in the various branches of minor manufacturing industries. Engineering establishments, numbering 48, gave employment to about 500 people. Bakeries numbered 65 in 1933; lime kilns, 31; cabinet making establishments, 101. In all, about 1,000 artisans were employed in the above.

As regards larger establishments, four docks (landing, etc.) gave employment to about 500 people; there were eight cigarette factories employing about 100 people; four hydro-electrical plants (for light and power) employing about 300 people; four salt-making establishments, employing about 100 people and one match factory employing about 100 people.

In addition to the above, there is a number of less important but fairly prosperous industries such as aerated water works, ice making, vinegar making, pottery, leather tanning, boot and shoe making, and the manufacture of biscuits, pickles and preserved fruit, etc. No export of the products of these industries has yet been found possible: but in some cases, e.g., cigarettes, the home-made product has almost entirely superseded the imported one thereby transferring to the credit side of the Colony's trade a sum of more than a million rupees annually.

Fisheries.

The island of Mauritius is protected by a barrier coral reef round the major portion of the coast line; on the south coast, however, reefs are non-existent for approximately nine miles. The vast area of lagoons offer excellent shelter and exceptional breeding places for fish of every variety. The methods employed for industrial fishing in the lagoons are netting, lining and basket-net trapping. The "Large Net", the dimensions of which are fixed by law, is the one generally used and each net is worked by 8 to 15 men in 3 to 7 boats. The catch from this source provides about half of the local consumption. Line fishing in lagoons is practised generally by the poorer fishermen not in possession of sea-going boats. The basket-net trap is a contrivance made of bamboo or metal wire and is of two types: (i) flat-topped and angular, and (ii) cylindrical; each type having two inlets. Shell-fish, dried octopus liver, green algae, etc, are placed inside the traps as bait and large quantities of fish are attracted.

High sea fishing has greatly developed amongst amateur fishermen who generally use motor boats. Surface fishing by trawling is the most popular, and large "tunnies", "becunes" (*Cybrium* Sp.), sword fish, and other large species of oceanic fish are frequently caught. The hot months, that is from October to January,

are the best season for this type of fishing. During the cool season, deep sea fishing is common, and the best known species of fish are caught. Deep sea fishing is also carried on by professional fishermen, and good types of sailing pinnaces are available. The supply of fish has been abundant during the year, and the average price of first class fish was half a rupee per kilogramme, whilst other grades were sold for as little as 15 cents per kilogramme. The fishing population of the island is estimated to be 1,336, of whom 384 are net fishermen, while 1,433 boats form the fishing fleet of the Colony.

The Police Department is responsible for the enforcement of the Fishery Laws. Seven Fishery Police Stations are established round the coast and a staff of 4 Sub-Officers and 13 Constables is employed for the control of fishing. The Police Fishery Section is supplied with two motor-boats and seven sailing "pirogues" for the performance of its duties.

A permanent Advisory Committee, formed in 1927, met frequently during the year and their recommendations on such questions as the introduction of a prohibited period for net fishing, extension of reserves, etc., have been adopted.

VII.—COMMERCE.

The total external trade of the Colony in merchandise for the year 1933 amounted to Rs.61,211,980, of which figure, Rs.29,035,237 represents imports and Rs.32,176,743 exports. After a succession of adverse trade balances, the year 1932 showed a slight excess of exports over imports. This favourable trade balance increased in 1933, during which year both exports and imports increased in volume. The total trade figures in rupees are given below for some of the previous years:—

				<i>Imports.</i>	<i>Exports.</i>
				Rs.	Rs.
1932	...	...	...	26,992,760	27,662,851
1931	...	...	...	32,064,074	23,829,884
1926	...	...	...	50,596,137	41,208,198
1921	...	...	...	105,744,980	157,249,822

The foregoing figures do not include bullion and specie which were imported or exported as follows:—

				<i>Imports.</i>	<i>Exports.</i>
				Rs.	Rs.
1933	...	...	...	—	213,030
1932	...	...	...	—	1,042,352
1931	...	...	...	802	1,933,546
1926	...	...	...	137,490	5,944,500
1921	...	...	...	21,371,270	650,000

Imports of Merchandise.

One interesting feature of the imports in 1933 is the large reduction (due to fall in prices) in the amount spent on articles of food and drink in contrast to the larger sums than in previous years which were expended by the sugar industry on fertilizers, machinery, tramway materials, etc., to compensate for reduced importations of the last few years. This is illustrated by the following table:—

<i>Imports.</i>	<i>Value in Rupees—c.i.f.</i>		
	<i>1933.</i>	<i>1932.</i>	<i>1931.</i>
Food and drink... ..	10,199,269	12,069,997	14,026,945
Chemical fertilizers ...	2,328,299	1,325,439	1,515,208
Sugar machinery ...	594,719	277,656	399,124
Tramway materials ...	287,371	110,289	79,234

The signs of returning prosperity which appeared in 1932 were clearer in 1933. Apart from the increasing popularity of motor traffic, the fact that importations of motor-cars and spare parts increased from Rs.300,000 to nearly Rs.600,000 is a clear indication that the days of rigid economy in importing are numbered.

Export of Merchandise.

Mauritius relies entirely on her sugar exports. In 1933 these represented 98·6 per cent. of the domestic exports and the situation has been practically the same for many years. The dangers inherent in the situation are obvious and attempts have from time to time been made to foster other industries. The small remaining percentage of exports is chiefly composed of copra and aloe fibre. The pineapple canning industry is still in its infancy and cannot yet be called a vigorous infant. Attempts to find a foreign market for Mauritius tobacco have not yet proved successful but this industry appears capable of considerable expansion.

Distribution of Trade.

IMPORTS.

The Colony's importations of essential foodstuffs (rice and other grain) are almost exclusively from India, with the exception of wheat flour which comes mainly from Australia. Apart from these the principal importations are textiles, fertilizers, etc. The main source of manufactured articles is the United Kingdom whence imports have increased with rapid strides in the course of the year. The Preferential Tariff is making its effect felt and there has been considerable propaganda—centering in an Empire Shopping Week—in favour of goods of Empire origin. In spite of this, however, the level of prices ruling in the Far East is so low, that it cannot be said that a successful reply has been made to Japanese competition.

The following table shows some of the above-mentioned imports together with the main countries whence they came during the last two years :—

	<i>Quantity in Kilos.</i>		<i>Value in Rupees.</i>	
	<i>1933.</i>	<i>1932.</i>	<i>1933.</i>	<i>1932.</i>
Rice:—				
From India	50,560,246	56,986,224	4,901,212	6,680,671
„ all countries ...	50,721,508	57,100,271	4,923,642	6,699,800
Cotton goods of all sorts (except apparel, haberdashery and umbrellas):—				
From United Kingdom	—	—	1,124,572	898,945
„ Japan	—	—	864,066	876,886
„ all countries ...	—	—	2,161,601	1,988,470
Silk goods of all sorts:—				
From United Kingdom	—	—	61,987	64,609
„ Japan	—	—	556,924	385,452
„ all countries ...	—	—	670,822	503,237
Chemical Fertilizers:—				
From United Kingdom	14,004,126	8,326,408	1,304,885	674,124
„ all countries ...	20,405,353	12,726,702	2,328,299	1,325,439

The development of motor traffic of recent years is mainly responsible for other imports of importance :—refined oils, vehicles, rubber goods, etc. Of these, petroleum products come chiefly from the United States and the Dutch East Indies, but motor-cars and tyres are imported almost exclusively from the United Kingdom and Canada, as is apparent from the following table :—

<i>Imports.</i>	<i>Value in Rupees (c.i.f.).</i>	
	<i>1933.</i>	<i>1932.</i>
Refined products of petroleum :—		
From U.S. America ...	613,501	1,232,403
From Dutch East Indies	618,039	387,188
From all countries ...	1,296,156	1,630,955
Motor-cars and parts thereof :—		
From United Kingdom ...	412,107	182,185
From Canada	133,439	76,142
From all countries ...	589,864	301,449
Rubber tyres and tubes :—		
From United Kingdom ...	152,859	161,035
From all countries ...	197,119	191,816

EXPORTS.

These now go almost entirely to the United Kingdom, owing to the preference on Empire sugar. Of a total value of Rs.30,811,638 of sugar exported from Mauritius in 1933, Rs.30,701,819 went to the United Kingdom.

IMPORTS BY COUNTRIES.

As regards value of imports the United Kingdom now ranks first and India next in the list of countries exporting goods to Mauritius. This is illustrated by the following table :—

				<i>Value in Rupees (c.i.f.).</i>		
Imports from :—				1933.	1932.	1931.
United Kingdom	...	...	...	9,421,478	6,455,759	7,504,119
India	...	...	...	8,414,824	9,961,711	11,577,406
Japan	...	...	...	1,792,705	1,459,329	1,124,070
Australia and New Zealand				1,171,065	1,265,728	1,330,344
France	...	...	...	1,430,497	1,493,237	2,212,821
Total all countries				29,035,237	26,992,760	32,064,074

It is noteworthy that whereas Japan is steadily progressing, the French imports continue to diminish. The decline in the value of imports from India and Australia is due to fall in prices of food-stuffs rather than to actual reduction in bulk of imports.

Course of Prices.

Generally speaking, prices are now on a downward trend. The mean price of rice, which is by far the principal article of imports and the staple food of the population was quoted 17 cents per kilo C.I.F., in 1930. It is now under 10 cents per kilo.

The problem of cheap Japanese goods due to the debasement of the yen from a value of 2s. to one of 1s. 2d. is exercising the attention of the entire British market. So far as Mauritius is concerned Japanese imports do not compete with any local industry and any potential loss of revenue due to falling prices of goods chargeable on an *ad valorem* basis has been met by the substitution of an alternative specific duty.

VIII.—WAGES AND COST OF LIVING.

No material change in wages took place during the year. The salary of labourers under monthly contract remained at Rs.10, with rations, free lodging, free medical attendance, etc., in all equivalent to about Rs.18 per month. Male day-labourers received, generally, R.0.45 per daily task, although, during crop time, higher rates often prevailed. Females, as a rule, received half the wages of male workers. The supply of female labour has increased appreciably during recent years. In 1921, census figures indicated a proportion of male to female workers of 84 to 16, in 1931, the corresponding figures were 73 to 27 and, apparently, the increase in the proportion of female workers has continued during the past two years.

Remuneration for piece work remained, on the average, as follows :—

	<i>Per acre.</i>
	Rs.
Clearing land	30-35
Digging cane holes	18
Manuring	10
Weeding	7
Cutting canes (20 tons per acre)	13

No great change took place in the wages of artisans, etc. Workers by day received R.1 to Rs.1.50 during the year, while those employed by the month received Rs.35-70 according to circumstances.

The supply of domestic servants was, generally speaking, abundant. Butlers, cooks, gardeners and other servants received Rs.10 to Rs.30 per month, while chauffeurs were paid Rs.30 to 40 per month. Owing to more favourable climatic conditions, the concentration of population in the central districts of the Island is very pronounced and labour more abundant there than elsewhere.

In 1933 salaries remained generally on the same level as during the previous years. The following table indicates, in a general way, the ruling rates :—

	<i>Per annum.</i>
	Rs.
Managers on sugar estates and Senior Government Officials	8,000-13,000
Government, Bank and Commercial Clerks (higher grade)	4,000- 7,000
Clerks and Employees on sugar estates ...	1,500- 3,000
Junior Clerks and Employees	720- 1,500

The index number of the cost of living decreased generally during the year. Rice, the staple food of the population, reached its lowest index, 61, during the second quarter, but, afterwards, rose steadily to 65, in the last. Other grains and flour showed a slight trend downwards throughout the year. Tea and coffee remained generally stationary at about 83, while oils and fats decreased from 86 to 80. Articles of clothing oscillated between 150 in the second quarter to 90 in the last. The index for the total cost of living in 1933 was as follows (100 being the index for 1914) :—

First quarter	108.7
Second quarter	114.8
Third quarter	113.8
Fourth quarter	112.4

The mean for the year was 112.4 as compared with 121.8 in 1932.

As regards the labouring class, the following table indicates the purchasing power of wages, in terms of rice since 1927 :—

Year.	<i>Average daily wages of male labourer.</i>		<i>Average price of fair quality rice per lb.</i>		<i>Purchasing power of wages expressed in lb. of rice.</i>
	Rs.		Rs.		Rs.
1927	1.25	...	0.13	9½
1928	1.25	...	0.10	12½
1929	1.00	...	0.10	10
1930	0.80	...	0.09	9
1931	0.75	...	0.08	9
1932	0.45	...	0.05½	8
1933	0.45	...	0.06	7½

As many items such as housing, lighting, tuition of children, etc., have either not been reduced at all or but slightly so, and are much above pre-War levels, the index figure must not, however, be taken as indicating the cost of living for the European.

IX.—EDUCATION AND WELFARE INSTITUTIONS.

Primary.—Primary education is not compulsory, but it is given free through Government and State-aided schools which are open to all children of the Colony. The following table shows the number of primary schools, the number of pupils on roll, and the staff of teachers during the year 1933 :—

<i>Schools.</i>				<i>No. of Institutions.</i>	<i>No. of Teachers.</i>	<i>No. of Pupils on roll.</i>	<i>No. of Pupils in average attendance.</i>
Government	...	...	...	51	362	14,867	10,259
Aided	...	...	...	75	641	23,900	16,340
<i>Total</i>				126	1,003	38,767	26,599

State-aided schools are under the control of a Manager, and the Government contribution includes the salaries of the teachers together with recurrent grants to meet part of the expenditure on maintenance of school buildings and furniture.

Pupils must be at least five years old and must have been successfully vaccinated in order to be allowed admission to a primary school; when they are under five they undergo a preliminary training before being promoted to the lowest form. The curriculum of studies includes the teaching of English, French and arithmetic. In the higher classes elementary history and geography are taught and girls study needlework. Regular instruction is also given in physical drill, nature study, hygiene, and

the elementary principles of agriculture. There are six primary school standards or classes, viz. :—

Standard	I	with pupils from	5 to	6 years of age.
Standard	II	with pupils from	6 to	7 years of age.
Standard	III	with pupils from	7 to	8 years of age.
Standard	IV	with pupils from	8 to	10 years of age.
Standard	V	with pupils from	9 to	11 years of age.
Standard	VI	with pupils from	10 to	12 years of age.

Fourteen apprenticeships are awarded annually to primary school pupils to encourage the study of needlework and handicrafts. Twenty-six scholarships and exhibitions tenable at the secondary schools are awarded every year, through competitive examinations, to the best pupils attending primary schools. There are 30 gardens attached to the primary schools and they are cultivated by the pupils of Standards III to VI. These gardens are regularly inspected by officers of the Agricultural Department who give advice as to proper cultivation.

Secondary.—There are two categories of secondary schools, viz. :—(1) Secondary aided schools, which are managed privately but are under Government control, and (2) the Royal College and the Royal College School which are managed by Government.

(1) *Aided Secondary School.*—Government grants to secondary aided schools are assessed with reference to attendance and efficiency, as tested by inspection and examination, and not, as is the case of primary aided schools, with reference to maintenance and salary charges.

The following table shows the number of institutions, the number of pupils on roll and in average attendance, and the staff of teachers during the year 1933 :—

<i>Schools.</i>	<i>No. of Institutions.</i>	<i>No. of Teachers.</i>	<i>No. of Pupils on roll.</i>	<i>No. of Pupils in average attendance.</i>
Aided	9	115	1,573	1,378

These schools provide not only for elementary education such as is given in primary schools, but also for higher education leading up to the Cambridge School Certificate and the London Matriculation. The curriculum of studies includes the teaching of English, French, mathematics, needlework (for girls), hygiene, history, and geography. In addition to these, drawing and music are taught on a more moderate scale. These schools are visited periodically by the Superintendent of Schools, who examines the lower forms. The middle and higher forms are examined partly

by local examiners and partly through examinations conducted by the Syndicate of the University of Cambridge.

Working hours in both primary and secondary schools, extend, as a general rule, from 10 a.m. to 3 p.m. no provision being made for evening classes.

(2) *Royal College*.—The Royal College, Curepipe, is a Government school for the higher education of boys up to the age of 20. Affiliated to it is the Royal College School at Port Louis, where boys are educated on the same lines up to the Cambridge School Certificate Standard. The Staff of the Royal College consists of the Rector, 12 Masters with degrees in Honours at British Universities, and 11 Assistant Masters locally appointed; and at the Royal College School of the Headmaster, one Master and eight Assistant Masters. Assistant Masters are encouraged to take the B.A. and B.Sc. examinations of London University. The College has well-equipped libraries and chemical and physical laboratories; almost as many pupils follow classical as scientific studies. The subjects taught are English, French, mathematics, Latin, Greek, chemistry, physics, botany, geography and history. Physical training is compulsory. Admission to the College and School is conditional upon passing an entrance examination or winning one of the twenty Annual Primary Schools Scholarships and Exhibitions or one of the two Secondary Schools Scholarships awarded annually. The boys are drawn from all classes and races in the Colony, and range in age from ten to twenty years. The fees are from Rs.96 to Rs.192 per annum, and pupils are allowed to travel on the Government railways at reduced rates. About twelve College Scholarships and Exhibitions are awarded annually to College and School pupils, besides one Scholarship and one Exhibition open to other secondary schools as well, and also a Classical and a Modern Scholarship of the present value of £1,300 each (with first class passage to and from England) tenable for four or five years at a British University or any other approved place of education in the United Kingdom. Besides the winners of these scholarships, a few boys, whose parents can afford it, go to England or France to study for a profession, usually Medicine or Law, and almost always return to Mauritius to practise. Of the remaining pupils the majority on leaving the College find employment in the Island.

The boys receive a training in classical and scientific subjects. Specialization begins at the entrance class and the division into modern and classical sides becomes complete in the upper middle class. At the School pupils may undergo commercial training in place of classics or science.

In addition to the secondary education there are Saturday extension classes where candidates for Pharmaceutical Diplomas and other public science examinations are helped in their studies.

The number of pupils on the roll of the Royal College in January, 1932, was 325, and of the School 92. The average attendance at the College was 255 and at the School 85. (The number of College pupils on the roll in May, 1933, after the publication of the School Certificate results was 289.) Sixty-nine pupils sat in December, 1932, for the Cambridge School Certificate, of whom 49 obtained certificates. In May, 1933, the number of pupils who had passed this examination and proceeded to the highest class of the College was 51.

Encouragement is given to athletics, rugby and association football, hockey, boxing and physical training, and gymnastics, in which, although by no means all the boys join, the standard of proficiency is high. As the pupils are all day-boys it is difficult to obtain much support for other social activities, but a school magazine is published thrice yearly.

Welfare Institutions.

There are five Roman Catholic infirmaries for men and women, and two orphanages for children under the management of Sisters of Mercy; also an orphanage for boys and one for girls under the control and management of the Church of England, and one "home" for men and women under the management of the Church of Scotland. These institutions receive from the Government a maintenance fee for each pauper maintained therein.

Under Ordinance 44 of 1932, which came into force on the 24th December, 1932, a "Home" styled "The Austin Wilson Home" will be established at Quatre Bornes for the aged, destitute, and infirm. The funds for the formation of this "Home" are being generously contributed by Mr. A. J. Wilson in memory of his son, the late Austin Wilson.

A Mahommedan Orphanage was also established in Port Louis in 1932 for the maintenance and education of orphans of the Mahommedan creed. Funds for running the institution are obtained from voluntary subscriptions among the Mahommedans.

Outdoor assistance to paupers is granted by the Poor Law Department partly in cash and partly in food provisions. Several private religious societies for the distribution of assistance in food and medical care are also in existence. The Société Française d'Assistance assist chiefly destitute French people.

The Child Welfare Committee and the Oeuvre Pasteur de la Goutte de lait, two philanthropic institutions, deal especially with expectant and nursing mothers and their babies.

The Workmen's Compensation Ordinance provides for the grant of compensation by the employer to workmen who are injured in the course of their work.

Recreation, Music, Art and Drama.

Association football is the most popular form of sport, and there is a stadium at Curepipe and a second one at Rose Hill. Golf, tennis, cricket, hockey and rugby football are played mostly by the wealthier classes. The Mauritius Turf Club and the Mauritius Jockey Club hold race meetings from June to September at the Champ de Mars in Port Louis, and at Mangalkhan, in the district of Plaines Wilhems; and regattas are held by the yacht clubs of Mahebourg and Tombeau Bay. “La Chasse” or the shooting of driven deer can be said to be the national sport of Mauritius. The season is from June to the beginning of September.

There are several flourishing companies of Girl Guides and Brownies; the latter are known locally as Blue Birds. The Boy Scouts have not been so successful as the Girl Guides, but efforts are being made to encourage the movement.

There is not much encouragement for any of the arts. Music is fostered principally by the parish churches whose amateur singers frequently give concerts. The Christian Brothers also provide musical training and apart from the Police Band, which consists of a bandmaster and 30 bandsmen, a band styled the “Alliance Musicale” and comprising 25 units has recently been established.

The Municipality of Port Louis has instituted a drawing class, practically the only encouragement to local talent. The Institute has a collection of pictures presented by Mr. Rochecouste, but there is no other art gallery.

Occasional dramatic performances are given by amateurs, but no permanent society has been formed. In better times the Municipality of Port Louis subsidizes a theatrical company from France, which plays in the theatre at Port Louis. The Chinese have their own theatre in the town, to which companies come from China when conditions are prosperous.

There exists a Royal Society of Arts and Sciences which was founded in 1829 under the title of Société d'Histoire Naturelle and was granted a Royal Charter in 1846. It interests itself in most branches of science and arts especially those relating to questions of agriculture and the national history of the Colony. The Society was incorporated with the Mauritius Institute in 1906 and its library is being transferred to the Institute library.

X.—COMMUNICATIONS AND TRANSPORT.

Roads and Road Transport.

The Colony is well served with some 700 miles of public roads, most of which are suitable for motor traffic. All roads are metalled and 140 miles of the main roads have been covered with bitumen.

The number of motor vehicles in actual use on the roads at the end of 1933 was as follows :—

Private motor cars	...	...	...	...	1,471
Motor cycles	...	...	...	...	183
Motor lorries	...	...	...	...	322
Motor cabs	...	...	...	...	267
Motor omnibuses...	...	...	...	...	126
Total ...					2,369

A certain number of vehicles imported into the Colony for use on the sugar estates are exempted from taxation and do not appear on the records of road traffic.

Of the above vehicles, only about a quarter are of British manufacture ; during the past few years, however, the demand for vehicles of English make has very much increased. This has been due to some extent to a preferential customs tariff, but the improved condition of the roads with the consequent introduction of the light car has also been a contributory factor. In addition to this there has been a growing demand on the part of the public for all types of English machines, and in the year under review, of the 251 new vehicles registered, 182 were of English manufacture.

The modern bus, of which there are 126 in use, is built locally on an imported chassis. It is of the single deck type, with a seating capacity varying from 15 to 26. The specifications as to size and general construction of all public service passenger-carrying motor vehicles are fixed by the Police, but once a vehicle has been passed as fit for service by that Department, the routes over which it may work and the fares that may be charged are subject to the direction of the Transport Control Board. Since the inauguration of this Board at the end of 1932, all public service vehicles have been insured against passenger and third party risks. The buses provide an excellent service in outlying Districts not reached by the railways, and also supply a convenient and quick means of passenger transport in certain areas already provided with railroad facilities. The fares vary from 2 to 5 cents a mile. Considerable quantities of freight are carried over the roads by motor-lorries varying in carrying capacity from one to six tons. From checks made in July, it was found that an average of 180 tons of goods were carried out of, and 68 tons into, Port Louis daily by this means.

Practically all motor vehicles in the Colony use petrol as fuel but some of the bigger lorries have been fitted with charcoal generators and work on suction gas. Some attempt has also been made to market a mixture of alcohol, distilled locally from sugar, with petrol or ether, as a motor fuel, and although these mixtures are undoubtedly cheaper than imported petrol, there is at present

no general demand for them. None of the latest type of vehicles fitted with Diesel engines has as yet arrived in the Colony.

The annual tax on all motor vehicles except motor-cycles is calculated at the rate of Rs.5 per unit of horse-power. The tax for motor-cycles is Rs.4 per horse-power. Lorries pay an additional tax of Rs.40 per ton on gross weight. Licence duty on vehicles for hire is paid according to seating capacity in the case of cabs and buses and carrying capacity in the case of goods vehicles.

Railways.

The Mauritius Government Railways, not including 18 miles of 75 cm. gauge track, known as the Bois Cheri Light Railway, are of the British standard 4 feet 8½ inch gauge and comprise 110¾ miles of main line, 30 miles of station lay-outs and Government sidings, as well as 17 miles of other sidings maintained by the Railway Department for planters and sugar estates. The railway is exceptional on account of its comparatively short length and very heavy gradients, much of it being 1 in 26. The most important section, the Midland Line, 35½ miles long, rises to 1,800 feet above the terminals at Port Louis, the capital, on the north-west and Mahebourg, the old port, on the south-east coasts of the island. A branch from Rose Belle on the Midland Line, 870 feet above sea-level, to the little creek and town of Souillac is 11 miles long. The North Line from Port Louis to Grand River South East, 33½ miles long, is fairly level. The Moka Branch, from Rose Hill, on the Midland Line, 950 feet above sea-level, to Montagne Blanche, is 14¾ miles long and rises on this length to 1,500 feet. The Black River Branch, from Richelieu on the Midland Line to Tamarin, is 12½ miles long, and the Montagne Longue Branch, from Terre Rouge on the North Line to Montagne Longue, is 3½ miles long. There are no heavy gradients on either of these lines.

The drastic cuts in personnel made in 1931-32 have been fully justified and the results anticipated have been attained as the following table for 1932-33 denotes. It has not therefore been found necessary to carry out a second scheme of retrenchment as originally intended. The excess of expenditure over revenue for 1932-33, excluding capital charges, was Rs.1,230 as shown below :—

			<i>Revenue</i>	<i>Revenue</i>	<i>Revenue</i>	<i>Increase or</i>
			<i>1930-31.</i>	<i>1931-32.</i>	<i>1932-33.</i>	<i>Decrease of</i>
						<i>1932-33 over</i>
						<i>1931-32.</i>
			Rs.	Rs.	Rs.	Rs.
Passengers	...	...	606,668	434,325	419,181	— 15,144
Parcels	...	...	73,393	63,466	62,163	— 1,303
General Goods	...	...	1,143,729	817,077	1,174,046	+ 356,969
Miscellaneous	...	...	60,987	70,875	57,412	— 13,463
Net Revenue	...	...	119,354	187,938	63,554	— 124,384
Total			2,004,131	1,573,681	1,776,356	+ 202,675
Goods Tonnage			354,611	254,139	362,642	+ 108,503

	<i>Expenditure 1930-31.</i>	<i>Expenditure 1931-32.</i>	<i>Expenditure 1932-33.</i>	<i>Increase or Decrease of 1932-33 over 1931-32.</i>
	Rs.	Rs.	Rs.	Rs.
Working expenditure including renewals.	2,626,145	1,945,113	1,516,631	— 428,482
Net revenue expenditure	129,194	642,785	260,955	— 381,830
	<hr/>	<hr/>	<hr/>	<hr/>
Total	2,755,339	2,587,898	1,777,586	— 810,312
Capital Expenditure ...	3,162	20,226	304	— 19,922
	<hr/>	<hr/>	<hr/>	<hr/>
	2,758,501	2,608,124	1,777,890	830,234
	<hr/>	<hr/>	<hr/>	<hr/>

Further reductions in passenger fares have been made this year. The railway fares are now therefore down to the level of those charged by the bus companies, with the result that the railway passenger traffic has very considerably increased. The revenue figures, however, this year, do not fully reflect the increase of passenger traffic, but the monthly figures clearly show that bottom has been reached and that revenue from this source is steadily increasing.

As regards goods revenue, which represents the largest item of the railway revenue, the increase is chiefly due to the heavy sugar crop harvested, which estimated at 230,000 tons, actually amounted to 247,000 tons. General goods revenue (other than sugar and cane) which has suffered, equally with passenger revenue, by competition of the road services, was increased this year by the inauguration of a "door-to-door" rail and road service, specially arranged to cope with the Chinese merchants' shop traffic.

The working of the railway, and incidentally its financial results, were marred by a serious accident on the 12th September, 1932. A heavy sugar train ran away down a steep gradient on the Midland Line and collided with a light engine. Four men were killed and two injured. The estimated cash cost of the accident is Rs. 35,000, excluding the loss of stock, a large proportion of which will not require replacement. The loss including replacement of stock would amount to about Rs.80,000.

Tramways.

No marked change was in evidence in the net-work of tramway lines established, since 1901, on sugar estates. In 1933, there were about 1,700 kilometres of rail, 216 locomotives and 7,100 trucks. Farm tractors, occasionally utilized for hauling, numbered 100 in 1933.

Posts and Telegraphs.

The usual post office facilities in regard to correspondence, parcels, and remittances are available in Mauritius. The island is served by 57 offices and postal agencies, 53 of which are also telegraph offices where inland telegrams, cablegrams and radiograms are accepted for despatch and are received for delivery. In Port Louis, the capital, the offices are three in number, including the General Post Office which, for the sake of convenience, is equipped in two separate sections: the Letter Mail Office and the Parcels Office. The other offices are in rural townships and in villages. Practically every fairly populated centre is served and with the exception of a few agencies in outlying localities, all the offices are at railway stations. There is also a post office in the Island of Rodrigues, the largest Dependency.

Oversea mails are received and despatched regularly four times a month, twice by the French Messageries Maritimes steamers via Suez, and twice in transit through South Africa, by the Dutch K.F.M. steamers. Inward and outward mails are also carried at irregular intervals by cargo steamers. The outward mails include correspondence for onward transmission by air, either from Johannesburg or Nairobi. The average time required by this partial air-mail to reach Europe varies between 18 and 28 days as against the all through steamer service, between 27 and 38 days.

Though opportunities for direct communication occasionally occur, mails to and from India, Ceylon, the Far East, Australia and New Zealand, are usually sent and received via Aden, and those to and from Seychelles via Mombasa, by the Messageries Maritimes steamers, fortnightly. The parcel service includes C.O.D. exchanges with the United Kingdom and France.

English parcel mails are not usually despatched through South Africa and are therefore less frequent than letter-mails. The regular route is across France and from Marseilles by the Messageries Maritimes steamers, and the irregular, direct by the Cape route by a Clan line, or other steamer. Remittances are made by both money orders and postal orders.

Telephone communication is available in Port Louis and between Port Louis and the more important rural districts. The service is owned and maintained by the Oriental Telephone Company. The Government offices are linked together by a Government owned telephone system, which itself is connected with the Oriental Telephone Company's lines. Telegraphic communication is provided by cable and is maintained by the Eastern and South African Telegraphic Company, whose local station is in Port Louis. Cablegrams from and to the rural districts, are transmitted over the Government land telegraphs. The Company maintains a station also at Port Mathurin, in Rodrigues. All classes of traffic are accepted.

There is a wireless station at Rose Belle which maintains a twenty-four hour service, and works mainly with ships at sea and with Reunion Island. The wireless station was built by the Admiralty in 1915 for communication with ships at sea and with the various naval bases in the Indian Ocean, and was taken over by the Mauritius Government in June, 1923.

During the cyclonic season from 1st November to 15th May, a detailed weather report including observations made at Seychelles, Rodrigues and Reunion is transmitted to all ships and stations within range at 0845 G.M.T. daily. When a cyclone is in the vicinity, the Government tug *Maurice*, stationed in the harbour at Port Louis, is manned and inland weather reports are transmitted by wireless telegraphy from the tug to all vessels in port, for the guidance of their masters. The wireless apparatus in the *Maurice* also acts as a stand-by in the event of accident to the aerial system at the main wireless telegraphy station at Rose Belle. The present transmitting range of the station is 500 miles by day and 1,000 miles by night. It is hoped, however, soon to instal an up-to-date transmitter, thereby considerably increasing the transmitting range of the station. For economic reasons a small continuous wave transmitter is installed. It has day range of 300 miles and a night range of 650 miles and is chiefly used for ships leaving or entering port and for communication with Reunion. Ships bound for Mauritius and within range are also communicated with by this low power set. The receiving range of the station is world-wide on all frequencies in general use and the range is only limited by atmospherical conditions to signal level.

Harbour.

Port Louis, the capital of the Colony, possesses the only navigable harbour for ocean-going ships, which is picturesquely situated on the north-west coast. A wide break in the ring of coral reefs surrounding the island, caused by the meeting of several rivers and streams, the Latanier, La Paix, Le Pouce, and Creole, gives access to the harbour, which has been dredged so as to provide deep-water accommodation for ten ships lying at berths in the channel and drawing from 24 to 31 feet of water. The harbour is flanked on the north by Fort George, a military post, and on the south by Fort William, which is abandoned. The mountains of the range behind Port Louis, including the Pouce, 2,661 feet, and Pieter Both, 2,690 feet, are guiding beacons to ships by day. The lighthouses on Flat Island, the Colony's quarantine station six miles north of Mauritius, and Caves Point, five miles south of Port Louis on the cliff's edge, and the gas buoy to the north of the outer harbour entrance, direct ships approaching Port Louis by night. A tide gauge has been in operation for four years. The maximum rise of tide at ordinary springs is three feet, which diminishes to two or three inches at ordinary neaps.

Dredging of the berths and channel by the Government plant is continuously in progress.

The Government of Mauritius is the Harbour Authority. The Government has from time to time sold or let to two lighterage companies various areas of land bordering the harbour. These two companies, the New Mauritius Dock Company and the Albion Dock Company, each own about 45 lighters with the necessary tugs, and undertake all the storage and lighterage of sugar. The British India Steam Navigation Company also own 30 lighters and two tugs. This Company mainly handles grain from the East, the rest of the general cargo being shared fairly evenly between the British India Company and the other two lighterage companies.

Four years ago the Government built a deep-water quay, 500 feet long, with 32 feet of water alongside, which is able to deal with 100,000 tons of cargo per annum. Actually only 40,000 to 50,000 tons, chiefly petroleum products, Government coal, etc., are discharged annually at the quay.

A Government granary, capable of storing 300,000 bags of rice, was completed three years ago, as a protection against the spread of plague in the Colony and is now working satisfactorily.

Shipping.

There are two regular lines of passenger steamers connecting Mauritius with the United Kingdom. There is a fortnightly service between Marseilles and Mauritius maintained by the Messageries Maritimes Company; the average journey takes about six weeks and involves a stay of five or six days at Reunion either on the outward or inward journey.

Vessels of the K.P.M. (Dutch) Line leave Mauritius once a month for Durban and Cape ports and once a month for Mombasa via Beira. A vessel also leaves Durban once a month direct for Mauritius. The K.P.M. Line has a working arrangement with the Union Castle Line of steamers, and the voyage to England via the K.P.M. and Union Castle Lines averages about 32 days. Occasional vessels of the British India Steam Navigation Company take passengers to Colombo and the journey to England by this means takes from 28 to 35 days. Cheap passages to the United Kingdom can occasionally be secured during the sugar shipping season, October to March, on cargo steamers. The voyage averages 40 days.

It is interesting, but regrettable, to note that passenger facilities between Mauritius and the United Kingdom were far better twenty years ago than they are to-day. The vessels of the Messageries Maritimes Company used to perform the voyage in 31 to 35 days, and the Union Castle Company and the British India Company used to make regular monthly calls. Passenger fares have also increased in so far as voyages via South Africa are concerned, by over 100 per cent.

The number of vessels and total tonnage entering and leaving the port during the past three years were as follows:—

		INWARDS.					
		1931.		1932.		1933.	
		No.	Tons.	No.	Tons.	No.	Tons.
Foreign	{ Steamers ...	184	535,747	175	547,874	202	622,772
	{ Sailing Ships	3	2,013	9	5,473	2	426
		—	—	—	—	—	—
		187	537,760	184	553,347	204	623,198
		—	—	—	—	—	—
Coasting	{ Steamers ...	8	3,812	6	2,961	5	2,376
	{ Sailing Ships	10	3,328	12	2,657	13	3,385
		—	—	—	—	—	—
		18	7,140	18	5,618	18	5,761
		—	—	—	—	—	—

		OUTWARDS.					
		1931.		1932.		1933	
		No.	Tons.	No.	Tons.	No.	Tons.
Foreign	{ Steamers ...	178	522,693	173	545,307	204	627,638
	{ Sailing Ships	3	2,013	8	5,473	2	426
		—	—	—	—	—	—
		181	524,706	181	551,780	206	628,064
		—	—	—	—	—	—
Coasting	{ Steamers ...	8	3,812	6	2,961	6	2,839
	{ Sailing Ships	11	3,686	7	2,111	14	3,743
		—	—	—	—	—	—
		19	7,498	13	5,072	20	6,582
		—	—	—	—	—	—

XI.—BANKING, CURRENCY, AND WEIGHTS AND MEASURES.

Banking.

There are three private banks in the Colony, viz.—

- (a) The Mauritius Commercial Bank,
- (b) The Mercantile Bank of India, and
- (c) Barclays Bank (Dominion, Colonial and Overseas).

The Mauritius Commercial Bank was established in 1838, and has paid up capital of Rs.2,000,000 made up of 10,000 shares of Rs.200 each. The total amount of deposits on 31st December, 1933, was Rs.7,913,460·19. The Mercantile Bank of India, Limited,

took over the business of the Bank of Mauritius, Limited, on 3rd May, 1916. The total paid up capital is £1,050,000. The deposits made locally on 31st December, 1933, amounted to Rs.2,630,900·59. Barclays Bank (Dominion, Colonial, and Overseas) has a paid up capital of £4,975,500. The total deposits of the local Bank on 31st December, 1933, amounted to Rs.2,161,409. This Bank, which is affiliated with Barclays Bank, Limited, was founded in 1925 and represents the amalgamation of the Anglo Egyptian Bank, Limited, the Colonial Bank (incorporated by Royal Charter in 1836), and the National Bank of South Africa Limited. A branch of the last named bank was established in Mauritius in December, 1919. In February, 1926, its business was taken over by Barclays Bank (Dominion, Colonial, and Overseas) following the amalgamation already mentioned. This bank conducts a savings bank department and also pays interest on fixed deposits as well as conducting a short-term deposit business.

Offices of the Government Savings Bank are established in the nine districts with a head office in Port Louis. The total number of depositors at 30th June, 1933, was 38,093 as against 37,645 in the preceding year, with deposits amounting to Rs.5,279,006·44 as against Rs.5,114,747·68. Interest is paid at the rate of 3 per cent. per annum.

Currency.

The currency of the island is based on the Indian rupee. Apart from Indian silver coins the principal currency in circulation is provided by a Government issue of notes. Important changes, details of which are given in Chapter XVI, are being introduced in the monetary system of the Colony. The average value of currency notes in circulation during the year was Rs.7,854,365 as compared with an average of Rs.7,287,300 for the previous year. Against these notes the Commissioners of Currency held silver coins to the average value of Rs.1,844,750 as compared with Rs.2,974,922 in 1932-33. Their investments on 1st July, 1932, amounted to Rs.9,879,218·09 (which does not include Depreciation Fund). Of the investments Rs.3,483,888·06 were sold leaving a balance of Rs.6,395,330·03 on the 30th June, 1933. The Depreciation Fund which amounted to Rs.1,902,148·75 on the 1st July, 1932, remained unchanged during the year under review. From their investments the Currency Commissioners received interest amounting to Rs.540,330·52 which was credited to the general revenue of the Colony. The assets of the Commissioners of Currency which include Depreciation Fund exceed their liabilities by Rs.1,902,148·75 calculating the value of investments at mean market rate on 30th June, 1933. The liabilities include a sum estimated at Rs.1,000,000 in respect of notes destroyed in circulation by fire, floods, etc. It is considered that the surplus of the Commissioners of Currency may be estimated to be increased by this amount.

Weights and Measures.

The Metric system is in general use and the following are special French and local measures still in use :—

Measures of length and area :—

1 ligne Francaise	=	2·258 millimetres or 0·088 inch.
12 lignes	=	1 French inch.
12 French inches	=	1 French foot.
1 French foot	=	1·06 English feet.
1 lieue	=	2½ English miles (approx.).
1 gaulette	=	10 French feet.
1 arpent	=	40,000 square French feet or 1·04 acres.
1 toise	=	6 French feet or 2 yards 4 inches.
1 aune	=	1 yard 11 inches.

Measures of capacity :—

1 barrique	=	50 gallons (cane juice, etc.).
1 tiercon	=	190 to 192 litres (molasses).
1 velte	=	7·45 litres (coconut oil).
1 bouteille	=	800 cubic centimetres (liquid).
1 chopine	=	½ bouteille.
1 corde	=	80 cubic French feet or 96·82 English cubic feet (fire- wood).

Measures of weight :—

1 gamelle	=	5·250 kilogrammes.
1 livre	=	500 grammes or 1·10 English pounds.

XII.—PUBLIC WORKS.

The Public Works Department is responsible for all Government buildings, the sewerage of Port Louis, roads and bridges, the survey of Crown Land, water-supplies, and state irrigation.

Buildings.—Some of these, such as a time-ball tower in the Port Office, are of historical interest, dating from the time of the French Governor Mahé de Labourdonnais in 1740. Government House in Port Louis was then in project and was built between 1740 and 1767. Apart from the addition of a second storey, it now stands exactly as it was originally constructed. It contains the Governor's offices, in which are to be found the table on which the capitulation of the island was signed in 1810, a throne room, a council room, the council offices, a library, and quarters for the Governor and officials. The former and present Residences of the Governors at “ Mon Plaisir,” Pamplémousses, and “ Le Reduit,”

Moka, also date back to the French occupation. The value of the Government buildings is approximately 15 million rupees.

There are in the island one mental and nine general hospitals. An old hospital, the Grand River North West Hospital, built in 1769 for seamen is now being used as a quarantine station for plague.

Severe cyclones, which happily are not frequent, are responsible for a good deal of damage to water-works, roads, and buildings.

Sewerage Works of Port Louis.—The sewerage works were begun in 1900. In 1922 the scheme was revised by Messrs. Mansergh and Sons and the works have been carried out on the lines of their report. The construction works being now practically completed, present activities are concentrated on house service connexions, and a large portion of the town of Port Louis now has the water carriage system.

Bridges.—There exist 335 bridges on main and branch roads, the longest span being of 150 feet. The old timber bridges are being gradually replaced by ferro-concrete structures, and there are 66 to be replaced.

Water-Works.—The water supply of the town of Port Louis is obtained from the Grand River North West at a distance of about four miles from the town and at a level of 250 feet. This supply was under the charge of the Municipality of the town until 1922, when it was handed over to the Public Works and Surveys Department. The dam in the river was burst by the flood of December, 1929, and much of the pipe-line leading from it was also swept away. The works of restoration of the dam and pipe-line were begun in September, 1931, and were completed by the end of February, 1932. The water is passed through sand filters and chlorinated. The capacity of the mains leading to the filters is 5,000,000 gallons a day. The water is distributed to the town from two covered service reservoirs of a total capacity of 2,000,000 gallons.

The water-supply of the towns of Plaines Wilhems and of parts of Moka and Black River districts is obtained from a storage reservoir called the Mare aux Vacoas, at an altitude of 1,825 feet. The capacity of the reservoir is now, after the raising of the dam, 1,641 million gallons. The catchment ground is entirely protected by forest lands. The whole of this water-supply is filtered through sand filters at "La Marie," about two miles below the reservoir, whence the supply to the town of Curepipe is pumped by hydraulic power, the supply to the other towns being by gravity. The water is distributed from six covered service reservoirs situated in the various zones of supply, their aggregate capacity being 5,500,000 gallons. The population served by this supply is approximately 90,000 and the average daily consumption 3,500,000 gallons. The Mare aux Vacoas water supply has been extended to the town of Port Louis. The supply is limited to 900,000 gallons per day. In this

connexion a covered service reservoir at Petite Riviere of 750,000 gallons was completed and put into operation in 1931. The water-supply to the villages and hamlets in the other districts comes from twenty-seven different springs or streams. These supplies are not filtered but they are generally protected in their catchment areas by reserves of forest. The population depending on these various supplies is about 200,000, and is comprised mostly of the poorer classes. A large proportion of the daily consumption is distributed by means of public fountains.

Irrigation Works.—Government storage irrigation works were begun in 1914 according to plans made by Mr. C. M. Harriott, C.S.I., C.I.E., M.I.C.E., Chief Engineer, Public Works Department, Central Provinces, India, and Consulting Engineer for Irrigation Works to the Government of Mauritius. The La Ferme scheme for the irrigation of the south-west of the island, between Grand River North West and River Dragon, has been finished, and the Nicoliere scheme to irrigate land in the north, has been started. These two schemes cover a great deal of the fertile lands of the Colony which are below the level which enjoys 60 inches of rain and cannot be cultivated to the best advantage without irrigation water. The La Ferme scheme is dependent on a low-level reservoir of 2,500 million gallons, which was completed in 1918 and now irrigates 3,700 acres of land under sugar cane plantation. The plans for the Nicoliere scheme include a high-level storage reservoir at 1,300 feet altitude at Midlands, of 4,400 million gallons capacity, intended to fill a low-level reservoir at Nicoliere of a capacity of about 250 million gallons.

The Nicoliere reservoir has been finished, but, although some land under cane cultivation is being irrigated from it, the full scheme will only be working when the Midlands reservoir is completed. Owing to financial conditions the plans were first curtailed and the works afterwards suspended as a result of the visit of the Financial Commission, but the feeder channel, which measures $16\frac{3}{4}$ miles from Midlands to Nicoliere was completed by the end of 1931, with a reduced section.

XIII.—JUSTICE, POLICE AND PRISONS.

Justice.

The Supreme Court sits in the capital (Port Louis) and is presided over by one Chief Judge and two Puisne Judges. It has jurisdiction in Civil and Criminal matters and also as a Court of Admiralty; it also decides appeals from the Supreme Court of Seychelles and the Inferior Courts of Mauritius. There is a Bankruptcy Division presided over by one of the Judges or by the Master and Registrar sitting as Judge in Bankruptcy. In 1933 the Supreme Court dealt with 240 civil matters out of 309 which were brought before it, as against 282 out of 335 in the year before. In 1933 twenty persons were brought before this

Court and tried on criminal charges, all of them being convicted. Criminal cases are tried by a Judge and a Jury. Divorce causes, bankruptcy matters, and civil actions in which the sum involved is less than Rs.3,000 are heard by one Judge. Civil actions in respect of claims over Rs.3,000 are heard by two Judges. Where, however, the magnitude of the interests at stake or the importance of the questions of fact or law involved make it desirable, a case is heard by three Judges.

Magistrates.—There is a Magistrate's Court in each of the nine districts, the Courts in Port Louis and in Plaines Wilhems each sitting in two divisions. A Magistrate has jurisdiction in nearly all civil matters involving not more than Rs.1,000 and in all criminal matters with power to inflict not more than one year's imprisonment and Rs.1,000 fine. A Bench of three Magistrates may be instituted by law for the trial of certain offences and also at the request of the Procureur General for nearly all offences, with jurisdiction extending to three years' penal servitude or imprisonment and fine possibly of Rs.3,000. An appeal lies of right to the Supreme Court within the limits stated above, both in fact and law, the several modes of reviewing the decisions being the same as in English Law. There is no system similar to the French Assistance Judiciaire but facilities are given to very poor litigants both before the Supreme and the Inferior Courts to obtain leave to sue *in forma pauperis*. In Supreme Court cases, counsel are ever ready to accept a pauper brief at the request of the Chief Judge while in Assize cases, counsel is always appointed without fee, for undefended prisoners. The Dependencies are visited periodically by one of two Magistrates supernumerary to the District Magistrates, whose services are also available in Mauritius.

The Dependency of Rodrigues is administered by a Magistrate who has the same jurisdiction in Rodrigues as a District Magistrate in Mauritius and whose duties are to a considerable extent administrative.

The Magistrates tried 9,135 civil cases and held :—

150 coroners' inquests ;

19 preliminary inquiries into crimes and serious misdemeanours

11,811 ordinary criminal cases and petty offences.

Police.

Organization.—The Mauritius Police Force is organized on a purely civil basis, but all recruits are instructed in squad drill with arms and elementary musketry whilst passing through the Training Depot. A special Armed Detachment of one officer and 46 other ranks is maintained in a state of military efficiency and undergoes periodical training in platoon, ceremonial and anti-riot drill. Certain members of the specialist branches of the Force are trained in the use of the Lewis Gun and are formed into

special Lewis Gun Sections for use in any emergency. The military side of Police training is supervised by officers and other ranks who have previously served in the army. At the present time there are eight Gazetted officers and 44 other ranks serving in the Mauritius Police Force, who were on active service during the War of 1914-18. Gazetted officers are mainly provided by promotion from the ranks, but direct Colonial Office appointment in these ranks are also made when necessary. The rank and file are now entirely recruited locally and there is no shortage of suitable applicants for the Police.

Distribution.—The establishment of 20 officers and 595 other ranks is divided into Headquarters Staff, Clerical Branch, Criminal Investigation Branch, Motor Traffic Branch, Revenue Branch, Training Depot, Harbour Police, District Police, Railway Police, Rodrigues Police and Band. The Headquarters of the Force, with the special Branches and Depot, are established in the Line Barracks at Port Louis which have been gradually improved and adapted to meet modern requirements. The general duty police of the Force are distributed in Magisterial Districts as follows:—

<i>District.</i>	<i>Number of Stations.</i>	<i>Number of Personnel.</i>
Port Louis	8	207
Plaines Wilhems	5	87
Black River	4	14
Curepipe	3	50
Grand Port	6	44
Savanne	5	23
Pamplemousses	6	31
Riviere du Rempart	5	21
Moka	5	34
Flacq	5	35

The Harbour Police also control an area of Port Louis including the Custom House, Post Office, Docks, Wharves and Harbour. For their duties afloat they are provided with a motor launch. The Rodrigues and Railway Police, whose numbers are provided from the trained establishment of the General Police, are under the independent control of the Resident Magistrate of Rodrigues and the General Manager of Railways respectively. The Band consists of one European Bandmaster holding the rank of Inspector and 30 bandsmen mostly recruited in Mauritius with a few ex-military bandsmen from India.

Revenue Control.—Reference has been made in previous reports to the transfer of functions of the Inland Revenue Branch to the Police Department. In this connexion it is interesting to note that the inland revenue collected in direct taxes and licences has increased from Rs.1,419,467.01 in 1932 to Rs.1,465,951.60 in 1933. This has been achieved without any increase of personnel in the Police Department.

Crime.—The total number of offences of all kinds reported to the Police during the year 1933 was 23,502, but taking into account approximately 4,000 cases of contravention of the Licence, Fishery, Weights and Measures, Forest Laws, etc., the former figure is reduced to approximately 19,500 in so far as crimes, misdemeanours and minor offences are concerned. Of these 19,500 offences, 8,492 are classified as offences against the person and show an increase on the corresponding figure for the previous year which was 7,748, and 3,275 are classified as offences against property, which figure shows a decrease on that for 1932, which was 3,441. The number of persons prosecuted in connexion with these 23,502 offences was 11,647, of whom 10,264 were convicted, 658 otherwise disposed of and 625 were awaiting trial at the end of the year. In 1932, 9,376 persons were prosecuted, 8,663 were convicted, 545 otherwise disposed of, and 168 were awaiting trial at the end of the year.

Prisons.

Organization.—The Prison Department of Mauritius, in common with that of many other Crown Colonies where strict economy in the cost of administration is essential, is placed under the charge of the Inspector General of Police who is responsible for the control of Penal Institutions as Superintendent of Prisons. This arrangement has been in force since 1912 and, although liable to criticism in theory, has worked extremely well in practice, and the prisons of the Colony are generally considered to be well-managed and properly controlled. Four senior officers, in addition to the Superintendent, are drawn from British Army, Police, or Prison Services and the remaining staff of 108 are recruited from local sources.

Establishments.—The penal institutions are Port Louis Central Prison, Beau Bassin Convict Prison, and Barkly Industrial School for male juvenile offenders. Port Louis Prison provides separate cell accommodation for 154 male prisoners and association cells for 40 women. It also contains the offices of the Department and quarters for two senior officers and two wardresses. All prisoners awaiting trial are housed in this prison in convenient proximity to the Supreme and Magistrates Courts, and special arrangements are in force, under the supervision of the Medical Director, for treating convicted prisoners on admission for prevalent diseases before transfer to the Convict Prison at Beau Bassin. This prison also serves as the centre for classification of convicted prisoners and for treatment of special and difficult cases.

Beau Bassin Prison is a modern type convict prison containing single cell accommodation for 756 male prisoners. Detached bungalow-type quarters for the Superintendent and two Chief Warders are located in the surrounding Prison grounds.

Barkly Industrial School consists of a large range of buildings and quarters formerly used as a hospital and now providing accommodation for 200 boys and 7 School Officers. Boys falling into the hands

of the Police are sent to the School direct without being detained in Police cells or the Central Prison, and remain there while awaiting disposal by a Magistrate.

Classification.—Convicted prisoners are at present classified as (a) penal servitude, (b) hard labour, (c) misdemeanants, and (d) juvenile and first offenders and, so far as the existing accommodation permits, the various classes are separated and wear distinctive clothing. The experiment in the creation of a “ Special ” class to correspond to the “ Star ” class of English prisons is still incomplete but has given encouraging results and it is anticipated that the new classification will be officially authorized in 1934. Classes (a) and (b) serve their sentences at Beau Bassin Prison, while (c) and (d) with old, infirm, and special type prisoners are kept at Port Louis.

Labour.—The principle governing the employment of all prisoners is that they shall be put to such remunerative work as lies within their physical capacity and past experience, and that all long-sentence prisoners who are not tradesmen before conviction shall be taught a trade during their period of imprisonment. The normal labour for male prisoners at Port Louis is carpentry, stone-breaking, cutting firewood, carting stores, and cleaning Government buildings and grounds. Women prisoners are employed on laundry work and sewing clothing and bedding. At Beau Bassin prison prisoners with long sentences are taught a trade, while those serving shorter sentences are principally employed on agricultural work in the prison gardens. The trades taught in the prison workshops comprise tailoring, boot, sail, and mattress making; carpentry and cabinet making; blind, mat, and basket making; tinsmith work and blacksmithing. Instruction in baking is given in the prison bakery which produces about 1,400 pounds of bread daily and numerous prisoners are trained as stonemasons in the quarries and neighbouring grounds.

Population.—The number of persons admitted to Port Louis Prison during the year was 3,210, which is 443 less than in the previous year, and 565 less than in 1931. Of these 3,210 persons 1,799 were convicted and, of these, 1,145 were sentenced to imprisonment for one month or less. The convicted prisoners comprised 1,718 men and 81 women. The daily average population was 500·44 compared with 662·10 in 1932, and the number of persons in prison on 31st December, 1933, was 381 compared with 503 in 1932 and 677 in 1931. Of the 381 persons in prison 364 were serving sentences and comprised 356 men and 8 women. This reduction is entirely due to improvement in economic conditions resulting in more employment and increased capacity to pay fines. 822 persons, of whom 13 were women, served sentences of imprisonment in lieu of paying fines.

Health.—The Medical Officers in charge of the prison hospitals report that the health of the prisoners was excellent. Deaths in

hospital during the year totalled 7 compared with 22 in 1932 and 33 in 1931.

Juvenile Offenders.—The number of boys in the Barkly Industrial School at the end of the year was 46 compared with 47 in 1932 and 102 in 1926. 33 boys were admitted during the year and 35 were discharged. All the boys receive the normal lower standard primary school education during a portion of the day and spend the remainder of their working hours at agricultural work or manual training. Their health has been, as usual, excellent, thanks to the care and attention of the medical staff who free them from every sort of internal and external parasite after admission and enable them to be discharged in the great majority of cases in good physical condition. A Committee to deal with the all-important question of employment on discharge and the after care of these boys has been appointed as a result of the initiative of the local branch of Toc H and is doing excellent work.

XIV.—LEGISLATION.

A list of the Ordinances passed during the year under review is given in Appendix I to this Report. Of the Ordinances passed, the following which are important and of interest not purely local may be mentioned specifically :—

Free Emigration.—No. 12 removes restrictions (other than under the Passport or Police Laws) on the emigration from Mauritius and its Dependencies of natives or of residents. Power to make regulations is reserved under the Ordinance to the Governor in Executive Council, so that adequate provision be made to ensure the protection of prospective or actual emigrants.

Consolidation of Post Office and Telegraph Laws.—No. 13 brings up to date the Post Office and Telegraph Laws of the Colony.

Identification of Illicit Rum.—No. 18 aims at combating traffic in rum which is prepared in contravention of the Distillery and Revenue Laws, by enacting that all rum containing more than a given proportion of *furfuraldehyde* shall be considered illicit rum. The principle thus adopted is based on the fact that *furfuraldehyde* is altogether absent (or practically so) from the produce of all the licensed distilleries of the Colony, the method employed ensuring its elimination from the distillate.

Preferential Tariff of Customs Duties.—No. 27 extends to all parts of the British Empire the Preferential Tariff of Customs duties, in accordance with the principles adopted by the Ottawa Conference. Certain items of the Schedule of tariffs are at the same time revised, as a consequence, to compensate short returns on the Customs estimates.

Passports.—No. 33 provides that a passport shall henceforth be necessary for leaving as well as for entering the Colony.

Merchant Shipping.—No. 35 applies to ships registered in the Colony the “direct system” of giving helm orders, in accordance with the International Convention for Safety of Life at Sea.

General.—Other Ordinances were passed providing for:—The suppression of houses of ill-repute (No. 5); long term contracts (5 years) under the Labour Laws (No. 6); the opening of a Government granary for the storage of grain directly on its importation, so as to render anti-plague measures more effective (No. 17); the levying of an export duty on silver in bullion or coin (No. 20); the continuing in effect of legislation concerning a levy on the salaries of civil servants (No. 24); the levying of an increased export duty on sugar, to secure more funds to be applied to the destruction of the pest the *Phytalus Smithii* (No. 38).

XV.—FINANCE.

Revenue and Expenditure.

The revenue of the Colony for the year ended the 30th June, 1933, reached the abnormal figure of Rs.30,200,418·30. The revenue normally becoming due and collected during the year was Rs.14,503,504 and the increase in the amount shown for the year was due to special adjustments comprising, *inter alia*, the following transfers to Revenue:—

	Rs.
Widows' and Orphans' Fund	5,032,347·84
Government Scholarship Fund	539,769·17
Improvement and Development Fund ...	6,317,717·98
Mauritius Loan, 1922	1,362,678·99
Unexpended balance Sugar Industry Loan, 1929	7,315·90
	<hr/>
	Rs.13,259,829·88

The Revenue was Rs.15,822,585·30 above the Estimates and Rs.18,040,139·49 above that of the previous year.

The Expenditure for the same period amounted to Rs.13,810,589·27 being Rs.957,587·73 below the Estimates for 1932-33 and Rs.3,893,985·43 below the expenditure of the previous year.

The revenue during the financial year 1932-33 exceeded the expenditure by Rs.16,389,829·03 and the surplus balance on 30th June, 1933, amounted to Rs.12,943,799·93. Of the expenditure for 1932-33 Rs.4,741,399·51 was spent on “Personal Emoluments” and Rs.9,069,189·76 on “Other Charges”. The corresponding

Description of the Main Heads of Taxation and their Yield.

The main heads of taxation, with their yield, for the current year, as compared with the preceding year, are the following :—

	Year 1931-32.	Year 1932-33.
	Rs.	Rs.
Customs, Import duties ...	3,656,522·10	4,423,265·79
Export duties*...	402,672·23	906,251·75
Excise duty on rum issued for home consumption ...	1,496,012·71	1,632,897·07
Licence duty	1,049,144·05	1,112,698·23
Tobacco excise	1,009,998·74	1,335,297·07
Taxes on vehicles and animals	348,828·47	371,992·07
House Tax	279,448·01	403,293·43

Customs Duties.

The revenue from Customs duties for the year 1933 was Rs.4,777,368 for imports and Rs.863,472 for exports (excluding amount levied on export for specific purposes).

The figures for the previous years were :—

	Import duty.	Export duty.
	Rs.	Rs.
1932	3,935,135	752,832
1931	3,762,014	41,802

Customs Tariff (Summarized).

The following shows the rates of duty of the principal imports and exports on the 31st December, 1933 :—

Imports.

Rice	63c per 100 kilos.	Wines in casks	Rs. 22 per hecto-
Dholl	Rs. 1·14 per 100	up to 14°.	litre.
	kilos.	Wines in cases	33c per litre.
Flour	Rs. 0·94c per 100	up to 14° (still).	
	kilos.	Spirits (proof) ...	Rs. 6·87 per litre.
Fertilizers ...	11c to Rs. 1·10	Tobacco, manu-	Rs. 15·00 per
	per 100 kilos.	factured.	kilo.
Coal	8c per 100 kilos.	Tobacco, cigar-	Rs. 16·50 per
		ettes.	kilo.
Petroleum oil ...	Rs. 5·28 per	Vegetable oil,	Rs. 5·50 to Rs.
	hectolitre.	other than	9·00 per 100
Petroleum spirits	Rs. 14·00 per	olive.	kilos.
	hectolitre.	Most manufac-	5·5 to 55 percent.
Soap, common ...	Rs. 1·93 per 100	tured articles.	<i>ad valorem.</i>
	kilos.		

* Includes special export duty on sugar.

manufactured in the Colony which contain more than 4 degrees of alcohol according to Gay Lussac's alcoholometer is as follows :—

(i) on all such liquor not exceeding 14 degrees by Gay Lussac's alcoholometer a duty of 15 cents per litre ;

(ii) on all such liquor exceeding 14 a duty at the same rate and on the same scale as the customs duty on wines payable under the Customs Tariff Ordinance.

An excise duty of Rs.4 per kilo is charged on leaf tobacco used for the manufacture of tobacco for local consumption. According to the official figures the quantity of tobacco manufactured in the year 1933 was 321,931 kilos 100 grms. as compared with 307,968 kilos 120 grms. in 1932. The excise duty collected on tobacco during the last two financial years is given below :—

	Year 1932-33.	Year 1931-32.
	Rs.	Rs.
Tobacco	1,335,332.45	1,009,998.74

The figures for the calendar years are :—

	Year 1933.	Year 1932.
	Rs.	Rs.
Tobacco excise ...	1,182,074.35	1,286,971.90

House Tax.

Rates.—1 per cent. per annum on any building assessed over Rs.500.

Yield.—The amount collected during the financial year 1932-33 was Rs.403,293.43.

Method of Assessment.—Any building liable to the house tax is assessed according to its full and fair value. In assessing the full and fair value, the valuer takes into consideration the actual or possible rent a tenant may be reasonably expected to pay for such building. This applies only to buildings whose basis value is above Rs.500 and on which the annual tax is 1 per cent. on the value.

Method of Collection.—For the purpose of collecting the House Tax when the assessment arrived at is final for the year, notices for payment are served upon owners of buildings and the tax is paid to the Cashier of the District in which it is levied or to the Chief Cashier, Treasury.

Income Tax.

The Income Tax which was imposed as from the 1st of July, 1932, was subsequently postponed to a later year, and was still in abeyance at the end of the year.

XVI.—MISCELLANEOUS.

The Colony continued during the year to enjoy the benefit of the special sugar preference of 1s. per cwt. and the additional preference of 1s. per cwt. on a prescribed quota which were granted by

His Majesty's Government in 1932 for a period of five years on all Colonial sugars consigned to the United Kingdom. The above grants are exclusive of the General Imperial Preference on all sugars amounting to nearly 3s. 9d. per cwt. With a total sugar production of 261,000 tons and a quota which was fixed at 104,000 tons in the case of Mauritius, the assistance extended to the Colony by the Imperial Government amounted to about £1,343,750 in respect of the 1933-34 crop.

The decision of His Majesty's Government to reduce the Military Contribution payable by the Colony to £15,000 during the two financial years 1932-33 and 1933-34 with a view to assisting in the recovery of financial equilibrium resulted in a saving of over Rs.500,000 in respect of the financial year 1933-34 and greatly facilitated the preparation of a balanced budget.

Four delegates chosen by the unofficial members of the Council of Government in 1932 to proceed to England and discuss with the Secretary of State for the Colonies certain questions concerning the constitution of the Legislative and Executive Councils, the administrative and fiscal policy, and the sanitary improvement of the Colony, returned to Mauritius during the year 1933. The negotiations resulted in certain changes in the constitution of the Government which are detailed in Chapter II of this Report. It was also decided to effect radical changes in the monetary system of the Colony comprising (a) the calling in of the Currency Notes in circulation and the issue of new Currency Notes, and (b) the abandonment of the Indian rupee as the basis for the coinage of the Colony and its replacement by a rupee, and its sub-divisions, of the Government of Mauritius. Legislation to give effect to the changes in the Currency Notes has already been enacted and it is estimated that the transactions will result in a net profit of about Rs.3,500,000 to the Government. Legislation to provide for the changes in coinage is in course of preparation.

The question of the control of the *Phytalus Smithii* pest also received consideration during the stay of the delegation in England and early in 1933, Mr. W. F. Jepson, a specialized entomologist of the Parasite Laboratory, Farnham Royal, was selected as *Phytalus* Investigation Officer, for research work in connexion with the biological control of the pest in Mauritius. Mr. Jepson arrived in the Colony in October, 1933.

His Excellency the Governor, Sir W. E. F. Jackson, who was on leave of absence in England during the visit of the delegation, returned to the Colony on the 29th April, 1933.

The Ordinance which was passed in 1932 to provide for the imposition of an income-tax had not been enforced by the end of the year and, in view of certain representations from a Committee of taxpayers and, later, from the elected and unofficial members

of the Council of Government, it has been decided to abandon the tax and to provide additional revenue by alternative direct taxation in the form of a graduated personal or poll tax on all persons (including companies) possessing incomes in excess of Rs.5,000 per annum. Legislation is being prepared for the imposition of this tax.

The Island was visited in May, 1933, by H.M.S. *Hawkins* flying the flag of Vice-Admiral M. E. Dunbar-Nasmith, V.C., C.B., Commander-in-Chief of the East Indies Station, and in July, 1933, by the French War Vessel *Bougainville*.

In September, 1933, communication by air was established between Reunion and Mauritius by the arrival in the Colony of two aviators from Reunion.

APPENDIX I.

Thirty-nine Ordinances were passed by the Council of Government and assented to by the Governor during the year 1933, as follows:—

No.	Title.
1.	To make provision for the disposal of Rodrigues leaf tobacco imported before a certain date and for the levying of excise duty on such leaf tobacco.
2.	To correct a clerical error in the Appropriation (1932-33) Ordinance, 1932, and thereby to provide for the amount truly intended to be appropriated to a certain item in the Schedule thereof.
3.	To fix a time limit for the granting of loans under the Mauritius Hurricane Loan (Appropriation) Ordinance, 1931, and the Hurricane Loan Ordinance, 1931.
4.	To authorise the transfer to the general revenue of an unexpended balance of the Funds raised for the purposes of the Sugar Industry Loan Fund Ordinance, 1929.
5.	To make provision for the suppression of disorderly houses.
6.	To amend the Labour Law in regard to the duration of Contracts of Service.
7.	For applying a further sum not exceeding Rs.3,858,459.50 to the service of the year 1931-32.
8.	To amend the House Tax Ordinance, 1928.
9.	To regulate the application of fines.
10.	To empower the Board of Commissioners of the Town of Beau Bassin and Rose Hill to raise a loan of Rs.200,000 for certain purposes.
11.	To amend the Municipality Pensions Ordinance, 1929, for the purpose of extending the time limit fixed for the exercise of the option in that Ordinance provided.
12.	To allow the emigration of natives of or residents in Mauritius.
13.	To amend and codify the Laws of the Post Office and Telegraphs.
14.	To amend Ordinance No. 14 of 1895 and to repeal the Ordinance amending the same.

15. To repeal Ordinance No. 12 of 1837 and to remove doubts on the validity of appointments of officers of the Ministère Public.
16. To amend the Licences (Consolidating) Ordinance, 1915.
17. To provide for the fumigation, disinfection and landing of certain grain and the storing thereof in a granary.
18. To provide for the identification of rum illicitly manufactured and punish the possession thereof.
19. To amend the Income Tax Ordinance, 1932.
20. To provide for the levying of an export duty on silver.
21. Further to amend the Licences (Consolidating) Ordinance, 1915.
22. To authorise the exhumation of the remains of the late Right Reverend James Romanus Bilsborrow from St. Pierre Cemetery, in the District of Moka, and their reinterment within the precincts of St. Louis Cathedral in the Town of Port Louis.
23. To validate and continue in effect a Resolution of the Council of Government relating to the collection of excise duty on Leaf Tobacco.
24. To declare and extend the time during which certain Levy on Salaries Ordinances shall have effect.
25. To make provision for the Public Service for the financial year 1933-34.
26. To make provision for the Mauritius Government Railways for the financial year 1933-34.
27. To amend the Customs Tariff Consolidation Ordinance, 1932.
28. To amend the Hurricane Loan Ordinances 1931, so as to provide a lower rate of interest on loans made under the said Ordinances.
29. To correct clerical errors in certain Ordinances.
30. For applying a further sum not exceeding Rs.86,728 to the service of the Mauritius Government Railways for the year 1931-32.
31. For constituting the Association called "The Mauritius Motor Transport Association" into a body corporate and to provide for the establishment and working thereof.
32. To continue the Stamps (Consolidation) (Amendment) Ordinance, 1932.
33. To amend the Passports Ordinance, 1924.
34. To amend the Registration of United Kingdom Designs Ordinance, 1930.
35. To provide for a new method of giving helm orders on British ships registered in the Colony.
36. To amend the Savings Bank Ordinance, 1898.
37. To amend the Licences (Amendment) (No. 2) Ordinance, 1932.
38. To provide an increased duty on sugar exported from this Colony.
39. For applying a further sum not exceeding Rs.356,090.31 to the service of the year 1932-33.



APPENDIX II.

LIST OF LOCAL PUBLICATIONS WHICH ARE OF GENERAL INTEREST.

<i>Title.</i>	<i>Agents for Sale.</i>	<i>Price.</i>
T'Eylandt Mauritius: Esquisses Historiques, 1698-1710;*	Out of print.	
L'Ile de France: Esquisses Historiques, 1715-1833. By Albert Pitot.*	Do.	
Statistiques de l'Ile Maurice et ses Dependences (Mauritius, 1886). By Baron d'Unienville.*	Do.	
Le Folk-lore Mauricien (Maison-neuve, Paris, 1888);	Do.	
Le Patois Creole Mauricien (Mauritius, 1880). By Charles Baissac.	Do.	
Renseignements pour servir a l'histoire de l'Ile de France et ses Dependences (Mauritius, 1890). By Adrien d'Epinay.	Do.	
Mauritius Illustrated. By A. MacMillan.*	Do.	
Annual Reports on the Social and Economic Progress of the People of Mauritius.*	His Majesty's Stationery Office, London.	2s. (approx.)
Financial Situation of Mauritius, Report of a Commission appointed by the Secretary of State for the Colonies, December, 1931.*	Do.	4s. 6d.
Mauritius Blue Book*	Crown Agents for the Colonies.	Rs. 5·84
A School History of Mauritius. By W. H. Ingrams.*	Mac Millan & Co., London.	2s. 6d.
Report on the Anophelinae of Mauritius and on certain aspects of Malaria in the Colony. By Malcolm E. MacGregor.*	Colonial Secretary's Office, Mauritius.	Rs. 10
Report on Medical and Sanitary matters in Mauritius by Andrew Balfour C.B., C.M.G., M.D., B.Sc., F.R.C.P.E., D.P.H.*	Do.	Rs. 15
Mauritius Almanac and Commercial Handbook. By Andre Bax.*	The General Printing and Stationery Co., Ltd., Mauritius.	Rs. 10
L'Ile Maurice (Mauritius, 1921). By W. Edward Hart.*	Do.	Rs. 3
Island of Mauritius. By Raymond Philogene.*	Do.	
Ile de France—Documents pour son Histoire Civile et Militaire. By Saint Elme le Duc.*	Government Printing Office, Mauritius.	Rs. 10

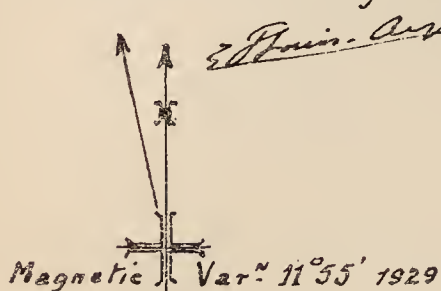
* May be consulted in the Colonial Office Library.

MAP OF THE ISLAND OF MAURITIUS

1 2 3 4 5 6 7 8 9 10 11 12 Miles

Scale 8 Miles to the Inch

Reduced from the Military Map
By L.T. Louis-Auguste
Surveyor P.W.D.



Meridian thro' POUCE
57° 31' 50" E. Greenwich

I. aux
Serpents

ROUND I.

FLAT Island
Gabriel I.

Coin de Mire

Cap Malheureux

Ile d'Ambre

Poudre d'Or

R. du Rempart

Arsenal Bay

Tombeau Bay

PORT LOUIS

Grand River N.W.

Lat. thro' Column
on POUCE 20° 11' 42" 25

Patite Rivière Bay

Bambous

Tamarind Bay

Black River B.

Ilot Benitiers

Morne
Brabant

Base du Cap
Base du Jacotet

Souillac

Riv. Dragon
Riv. DES Anguilles

GRAND PORT

MAHEBOURG

I. aux Aigrettes

Blue Bay

Ilot Brocus

Riv. du Poste

Riv. Dragon

Riv. DES Anguilles

I. aux Fouquets
I. de la Passe

Trou d'eau
Douce

Ile aux Cer
Grand Riv. S

P. aux Feuilles

Pointe du Dia

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DISTRICTS

- | | |
|-------------------|---------------|
| 1 Port Louis | 6 Savanne |
| 2 Pamplemousses | 7 Black River |
| 3 Riv. du Rempart | 8 P. Wilhems |
| 4 Flacq | 9 Moka |
| 5 Grand Port | |

REFERENCE

- | | |
|--------------------------------|-------|
| Existing Railways & Telegraphs | ————— |
| Railway Stations | ● |
| Other Telegraph lines | ————— |
| Narrow Gauge Light Railway | ————— |
| Main Roads | ————— |
| Light Houses | ⬅ |

Reports, etc., of Imperial and Colonial Interest

MALTA.

Report of Royal Commission, 1931.
Minutes of Evidence.

[Cmd. 3993.] 3s. 6d. (3s. 11d.).
[Colonial No. 68.] 5s. (5s. 9d.).

IMPERIAL CONFERENCE, 1930.

Summary of Proceedings.

[Cmd. 3717.] 2s. (2s. 2d.).

Appendices to the Summary of Proceedings.

[Cmd. 3718.] 4s. (4s. 4d.).

Report of the Conference on Standardisation.
(Including Resolutions adopted by the Imperial Conference).

[Cmd. 3716.] 3d. (3½d.).

COLONIAL OFFICE CONFERENCE, 1930.

Summary of Proceedings.

[Cmd. 3628.] 2s. (2s. 2d.).

Appendices to the Summary of Proceedings.

[Cmd. 3629.] 3s. (3s. 3d.).

KENYA.

Native Affairs Department Annual Report for 1932.

3s. (3s. 4d.).

Report by the Financial Commissioner (Lord Moyne) on Certain Questions
in Kenya. May, 1932.

[Cmd. 4093.] 2s. (2s. 2d.).

KENYA, UGANDA, AND THE TANGANYIKA TERRITORY.

Railway Rates and Finance. Report by Mr. Roger Gibb, September, 1932.

[Cmd. 4235.] 1s. 6d. (1s. 7d.).

TANGANYIKA TERRITORY.

Report by Sir Sydney Armitage Smith, K.B.E., C.B., on a Financial Mission.

[Cmd. 4182.] 2s. 6d. (2s. 8d.).

East African Agricultural Research Station, Amani. Sixth Annual Report,
1933-34.

[Colonial No. 100.] 1s. (1s. 1d.).

BECHUANALAND PROTECTORATE.

Financial and Economic Position. Report of Commission, March, 1933.

[Cmd. 4368.] 3s. 6d. (3s. 9d.).

SWAZILAND.

Financial and Economic Situation. Report of Commission.

[Cmd. 4114.] 2s. 6d. (2s. 9d.).

MALAYA.

Report of Brigadier-General Sir S. H. Wilson, G.C.M.G., K.C.B., K.B.E., on
his visit during 1932.

[Cmd. 4276.] 1s. (1s. 1d.).

SEYCHELLES.

Financial Situation. Report of Commission, July, 1933.

[Colonial No. 90.] 1s. 3d. (1s. 5d.).

MAURITIUS.

Financial Situation. Report of Commission, December, 1931.

[Cmd. 4034.] 4s. 6d. (4s. 10d.).

WEST INDIES.

Report of the Closer Union Commission. (Leeward Islands, Windward
Islands, Trinidad and Tobago.)

[Cmd. 4383.] 1s. (1s. 1d.).

Report of a Commission appointed to consider problems of Secondary and
Primary Education in Trinidad, Barbados, Leeward Islands, and Wind-
ward Islands.

[Colonial No. 79.] 2s. (2s. 2d.).

BRITISH HONDURAS.

Financial and Economic Position. Report of Commissioner, March, 1934.

[Cmd. 4586.] 4s. 6d. (4s. 10d.).

BRITISH GUIANA.

Financial Situation. Report of Commission, June, 1931.

[Cmd. 3938.] 1s. (1s. 2d.).

THE LEEWARD ISLANDS AND ST. LUCIA.

Report by Sir Sydney Armitage Smith, K.B.E., C.B., on a Financial Mission,
October, 1931.

[Cmd. 3996.] 2s. (2s. 2d.).

PALESTINE.

Report on Immigration, Land Settlement and Development, by Sir John
Hope Simpson, C.I.E., 1930.

[Cmd. 3686.] 3s. (3s. 3d.).

Appendix to Report, containing Maps.

[Cmd. 3687.] 2s. (2s. 3d.).

All prices are net. Those in brackets include postage.

Obtainable from

HIS MAJESTY'S STATIONERY OFFICE

At the Addresses on the Title Page of this Report.

COLONIAL ANNUAL REPORTS

H.M. Stationery Office publishes the Annual Reports on the Social and Economic Progress of the Peoples of the Colonies and Protectorates, most of which contain a map of the Dependency concerned. More than 40 Reports appear each year and they are supplied at the Subscription price of 50s. per annum. (This rate does not include Mandated Territories.) Individual Reports may also be purchased and standing orders placed for their annual supply.

BAHAMAS.
BARBADOS.
BASUTOLAND.
BECHUANALAND PROTECTORATE.
BERMUDA.
BRITISH GUIANA.
BRITISH HONDURAS.
BRITISH SOLOMON ISLANDS PRO-
TECTORATE.
BRUNEI, STATE OF
CAYMAN ISLANDS (JAMAICA).
CEYLON.
CYPRUS.
FALKLAND ISLANDS,
FEDERATED MALAY STATES.
FIJI.
GAMBIA.
GIBRALTAR.
GILBERT & ELLICE ISLANDS.
GOLD COAST.
GRENADA.
HONG KONG.
JAMAICA.
JOHORE.

KEDAH AND PERLIS.
KELANTAN.
KENYA COLONY & PROTECTORATE.
LEEWARD ISLANDS.
MAURITIUS.
NEW HEBRIDES.
NIGERIA.
NORTHERN RHODESIA.
NYASALAND.
ST. HELENA.
ST. LUCIA.
ST. VINCENT.
SEYCHELLES.
SIERRA LEONE.
SOMALILAND.
STRAITS SETTLEMENTS.
SWAZILAND,
TONGAN ISLANDS PROTECTORATE.
TRENGGANU.
TRINIDAD & TOBAGO.
TURKS & CAICOS ISLANDS.
UGANDA.
ZANZIBAR PROTECTORATE.

MANDATED TERRITORIES

Annual Reports are published on the undermentioned territories administered by H.M. Government under mandate from the League of Nations.

PALESTINE AND TRANS-JORDAN. BRITISH CAMEROONS.
TANGANYIKA TERRITORY. BRITISH TOGOLAND.

Further particulars as to the latest reports and prices obtainable from

HIS MAJESTY'S STATIONERY OFFICE
at the Addresses on the Title Page of this Report.

CROWN AGENTS FOR THE COLONIES.

Publications issued by the Governments of British Colonies, Protectorates, and Mandated Territories, can be obtained from the CROWN AGENTS FOR THE COLONIES, 4, Millbank, Westminster, S.W.1. They include Departmental Reports, Laws, Handbooks, etc.